



A birdseye view of one corner of the Gold Cup race course at Manhasset Bay, showing four miles of yachts anchored around the course. More than two thousand motor boats, valued at ten million dollars are in the picture. There are so many in the groups that the floating grandstands having a length of over five hundred feet cannot be located with the naked eye

C O N T E N T S

OCTOBER
1925

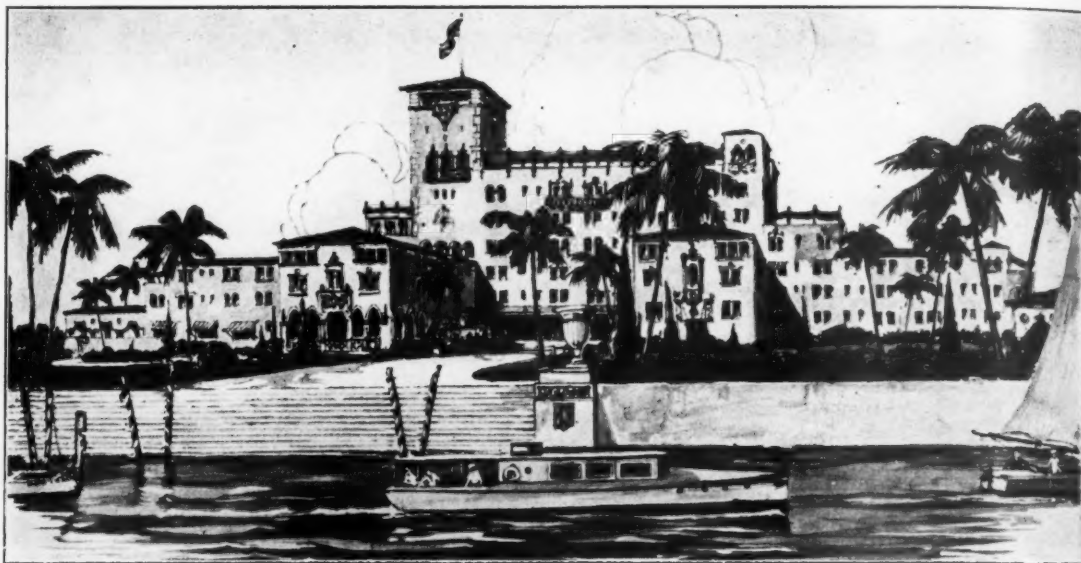


Vol. XXXVI
No. 4

Cover Design by H. C. Murphy, Jr.

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To Add to Your Pleasure ON

DAVIS ISLANDS TAMPA IN THE BAY

This Magnificent \$2,000,000 Hotel

FLORIDA—paradise of sportsmen and luxuriously living people—enjoys world-wide note for its palatial hotels, but with the completion of this most commanding hostelry on Davis Islands, a new and advanced note in hotel magnificence and luxury will have been reached.

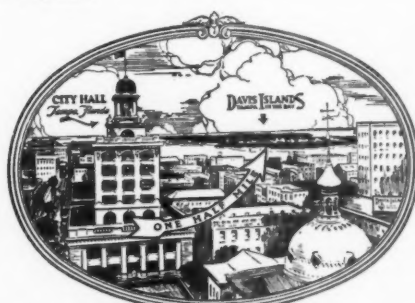
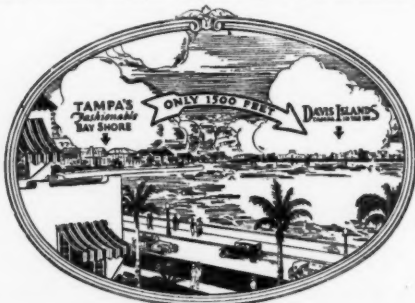
To be located on the north shore of Davis Islands, just across a broad winding Venetian water-way from the Yacht Club site, this gorgeous hostelry will overlook the famous Bay upon which the great De Soto bestowed the signal honor of naming it "the American Naples."

And here, to meet the gaze of happily housed guests, are grand vistas of crystal water reflecting the glorified colorings of close-hanging southern skies and with Tampa's famously fashionable Bayshore Drive to build a most fascinating background in the distance beyond the waters.

Such a hotel will be a pride to all the Southland and provide additional charm for Florida's outstanding development where \$30,000,000 is being spent to produce the most captivating home and play spot in this great State.

Davis Islands—Florida's BEST Located Property

Eleven and one-half miles of water frontage provide a residential area of rare beauty and exclusiveness just one-half mile from the City Hall of the largest community of the State, where property values will attain the highest rung in the investment ladder. All Florida presents no equal opportunity to live so luxuriously or profit so greatly.



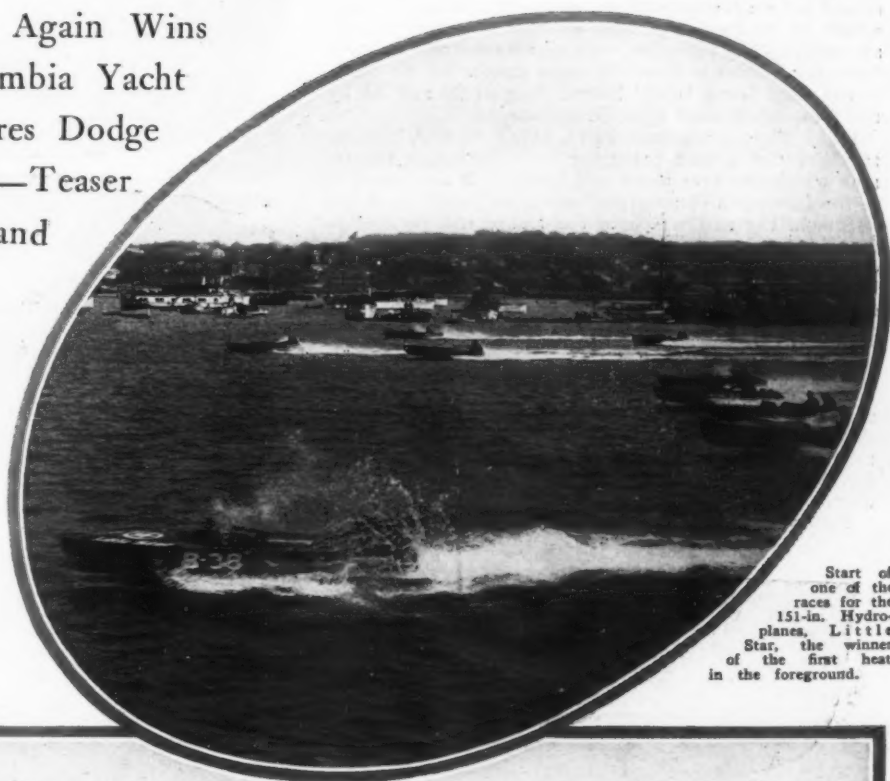
D. P. DAVIS - PROPERTIES - TAMPA - FLORIDA

GOLD CUP *Stays in East*

Baby Bootlegger Again Wins Trophy for Columbia Yacht Club and Captures Dodge Trophy as Well—Teaser Wins Free-for-All and International Trophy—Biscayne Babies and 151 Cubic Inch Hydroplanes Provide Thrills

For other stories of the Gold Cup Regatta, results, etc., see also pages 16, 17, 18, 19, 20, 24, 25, 28, 70, 82 and 96.

Photograph by M. Rosenfeld



Start of one of the races for the 151-in. Hydroplanes. Little Star, the winner of the first heat in the foreground.



Nine boats of the Biscayne Baby Class ran perfectly in four twelve-mile heats. These boats are eighteen-footers, designed and built by the Purdy Boat Company of Port Washington, L. I., and powered with 100 H. P. Scripps motors

NEW YORK'S first Gold Cup Regatta is history. So much was told in MoToR Boating in advance of races and so much has been written since, that it hardly seems proper to again give the story the lengthy detail which would be necessary to thoroughly describe the twenty-five racing events which were crowded into the two-day's activities. But it should be recorded with all the emphasis possible that never before has there been a regatta anywhere which has received more advance and complete preparation nor one which in its handling went off more smoothly, with almost clocklike precision, with no protests and no hard feelings afterwards than the races conducted on Manhasset Bay, Long Island Sound, August 29 and 30, by the New York Gold Cup Committee.

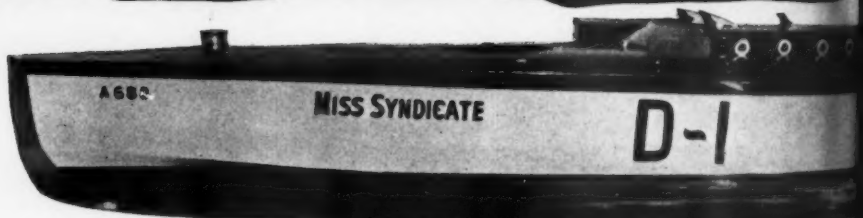
If the Regatta accomplished nothing more, it brought together the largest gathering of yachts and yachtsmen which has ever assembled before. It also resulted in the formation of an organization for handling racing events in the east which in the future will be able to function with even greater efficiency and smoothness. Into this organization were molded some 200 yachtsmen, all of them workers, from various ports on Long Island Sound and New York City, a feature heretofore entirely lacking in the east and which is sure to result in great benefits for the whole sport and industry of motor boating.

Estimates vary as to the

Photographs by M. Randall




Baby Bootlegger, winner of the Gold Cup and Dodge Trophy. This year Baby Bootlegger is powered with a Packard motor



Miss Syndicate, the entry of the Dodge Dealer's Association for the Dodge Trophy race



Baby Shadow, Carl G. Fisher's entry in the Gold Cup which led the field for nine laps in the first heat. This boat set up a new lap record for the Gold Cup event

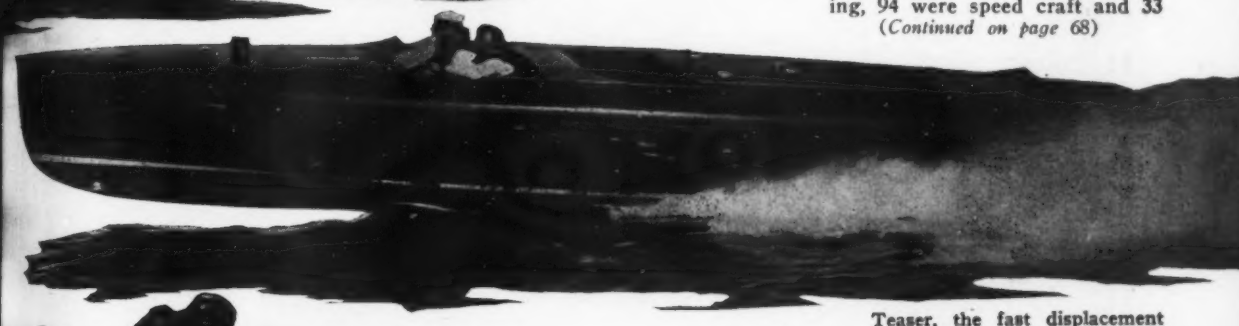


Solar Plexus, Horace E. Dodge's boat which ran well in the Gold Cup race until an accident put her out

number of yachts which came into Manhasset Bay for the races. It was impossible to accurately count them. They were banked entirely around the four miles of available space surrounding the race course. In some sections they extended back five or six deep, at others only a single line. Two thousand yachts would be a low estimate. Five thousand dollars would also be a low estimate for the cost of each. So the historic Bay had at least ten million dollars worth of boats floating on its surface for two days. Then why shouldn't it be called the greatest yachting event in history? And who says there is no interest in motor boat racing?

Viewed from the standpoint of racing craft, the picture was not quite as glorious but hardly a disappointment. Altogether 127 racing craft started in the various events exclusive of the outboard motor classes which, of course, were well filled. Of this number 106 boats finished the required distance. Of the 127 boats racing, 94 were speed craft and 33

(Continued on page 68)

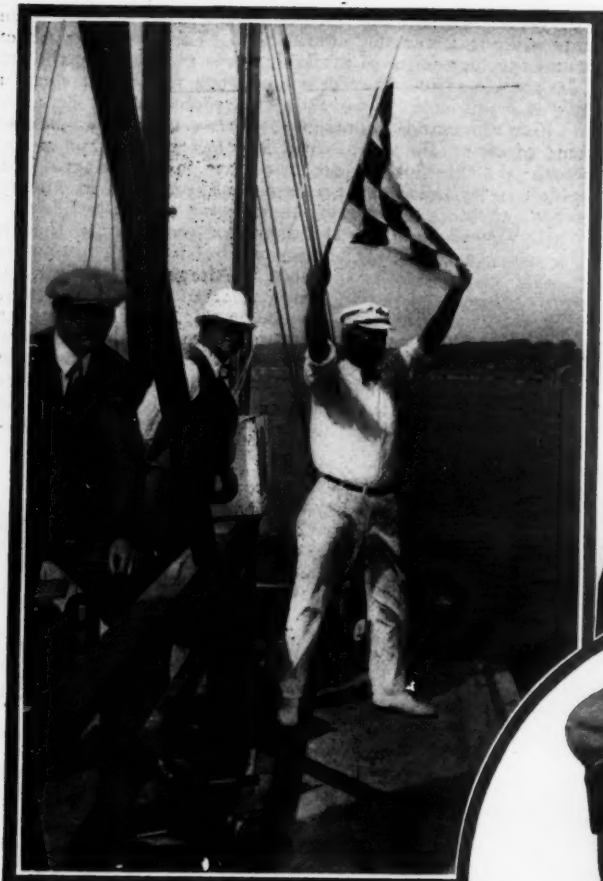


Teaser, the fast displacement runabout owned by Richard F. Hoyt which won the Free For All and International Trophy.

Photograph by International



One of the Biscayne Babies making one of the 180-degree turns within a 10-foot radius



Starting officials on the job. Left to right: Wm. Bruns, Ralph I. Goetchius, A. T. Griffith of Peoria. Arthur J. Utz acted as Chief Starter



Frederick R. Still, President of the American Power Boat Association and General Chairman of the New York Gold Cup Committee

Commodore Andrew B. Duryee, Measurer of the Gold Cup Committee, and E. H. Tucker, Judge at the start and finish lines

Members of the Association...
Boat Manufacturer...
expressed...
ments. Left...
Sterling...
of The...
National Association...
ers; Fred D...
Inc. Mr. H...
Gold Cup...
Mr. Lav...
the R...

All the NEW YORK

AN entire issue of the...
ToR BOATING...
be filled with...
brief outline and an expression of appreciation of the great work which was done by all members of the New York Gold Cup Committee in making the regatta...



Photographs by Fotograms

Caleb Bragg, owner and driver of Baby Bootlegger, winner of the American Power Boat Association Gold Cup and Dodge Trophy, with Colonel J. G. Vincent, President and Chief Engineer of the Packard Motor Car Company of Detroit and driver of Nuisance, winner of the first heat of the Gold Cup Race



H. Alec Johnson, owner and driver of Yankee Doodle, built to defend the Harmsworth Trophy



Mrs. Delphine Dodge Cromwell, who entered her boat, Nuisance, in the Regatta under the colors of the Columbia Yacht Club, New York City. Mrs. Cromwell drove Nuisance herself in the Detroit races a week later

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association
granted
left to
Engle
Co. O
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D. H
C. H
the Regatta

merica

RACES

Manhasset Bay the big success which it was. Every committee chairman and the members of every committee and sub-committee contributed his share to the success of the event by

(Continued on page 138)

Photographs by Underwood & Underwood



Horace Dodge's racing camp, one of the details which must be cared for by a race boat owner. Here, on a specially built float, Mr. Dodge's race boats were kept, his crew and mechanics lived, and all his supplies and spare parts were kept

Putting Across the WORLD'S BIGGEST RACING E

All the race boats had to be trucked from the railroad to the bay. This was one of the duties of the Transportation Committee, and was handled without a cent of cost or any worry on the part of the contestant



Photograph by Underwood & Underwood

Photograph by M. Rosenfeld



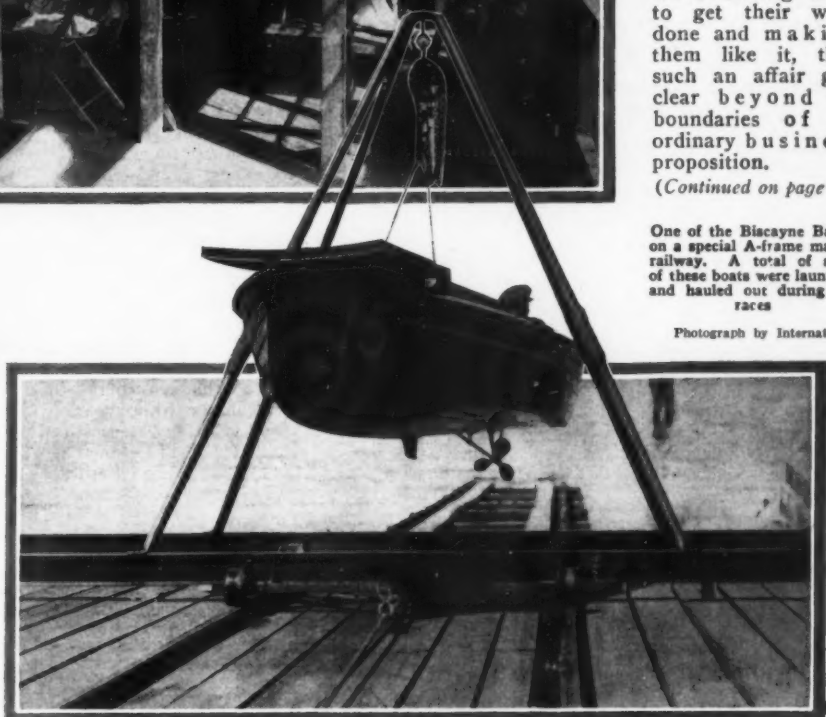
The timers and scorers of a specially built barge, and protected against rain and storm. All the boats were electrically timed to a hundredth part of a second.

certain even to the last day, and further, when it is necessary to induce busy men to give up part of their business and leisure hours for many weeks or months, even getting some of them to contribute money besides their time and services and all the while driving them to get their work done and making them like it, then such an affair gets clear beyond the boundaries of an ordinary business proposition.

(Continued on page 92)

One of the Biscayne Babies on a special A-frame marine railway. A total of sixty of these boats were launched and hauled out during the races.

Photograph by International



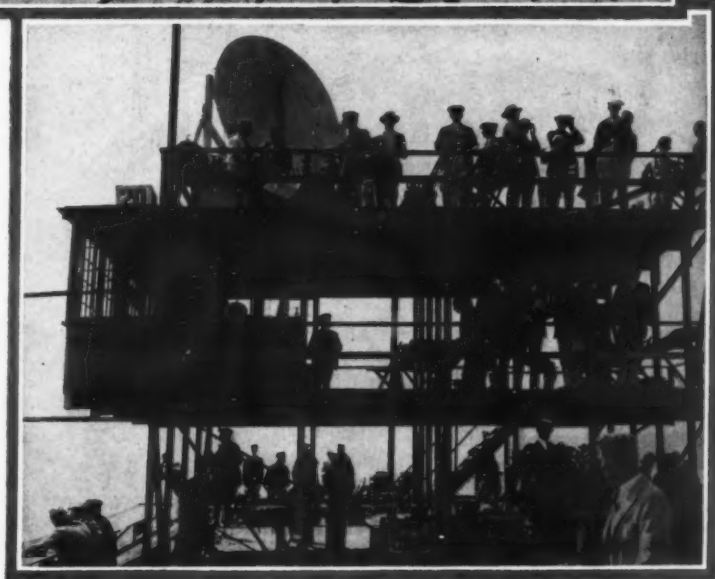
By
Frederick R. Still
President American Power
Boat Association and General
Chairman New York Gold
Cup Committee

EVENT

VIEWING a motor boat race while seated in a comfortable chair on the deck of a yacht or perched on a less comfortable but equally advantageous bench on a reviewing stand gives one no idea of the long hours of thoughtful preparation and the hard work required to properly stage such an event as was the recent New York Gold Cup Regatta on Manhasset Bay.

With unlimited funds available to hire all the help required or to pay for anything needed, such an undertaking would be nothing more than an ordinary business proposition, easily managed by any one having had experience in directing any large organization. When, however, only a limited amount of money is available and the ultimate amount that will be available is un-

Another view of the Committee barge, showing the starting device on the top deck



Photograph by E. Levick

Father and Four Boys Win At Detroit

*Chris Smith and Sons with Their
Chriscraft Make Clean Sweep*

AS in days of old, Chris Smith, together with his four sons, Jay, Bernard, Owen and Ham, are at the top of the racing world, when viewed from the standpoint of the recent Regatta at Detroit.

As a matter of fact, Mr. Smith and his sons have not been giving much attention to racing for the last several years, preferring to direct all their experience and energy toward the production of a high class and strictly standardized

fast runabout. That they have been successful in this field is attested to by the fact that during the two past years they have delivered in excess of two hundred Chriscraft stock 26-footers in all sections of this country, and every last one of these boats has given 100 per cent satisfaction to their owners, and have required almost no servicing on the part of the builders. But the reason Chris Smith and sons got back into racing prominence this year,

(Continued on page 110)

Crew of Packard
Chriscraft II. Bernard
Smith & Col. Vincent

Chris Smith
and his sons,
Jay, Bernard
and Ham



Start of one of the Chriscraft races at Detroit

By **W**ater ways to **GOTHAM**

Part VIII

After Running Through a Maze of Reefs During the Height of a Violent Lake Storm, the Little Elto Powered Boat Is Finally Driven Ashore. Strenuous Work on the Part of the Adventurer Results in Its Salvage Unharmed Except for a Thorough Wetting, and the Loss of Some Effects

NAUBINWAY to ST. IGNACE

DAYBREAK revealed the lake still rolling white to the ruffled line of a cold gray southern horizon. The outer cover of my waterproof bed was soaked, but only from blown spray. Although the in-running waves had swirled up close to my feet in the night, they had not been driven far enough to roll all the way over the sand spit again. Water level held all morning at a point about two feet higher than it had been at the time of my landing and it was not until a slight recession set in toward mid-afternoon that I felt it would be safe to leave the boat while I went in search of some one who could tell me where I was.

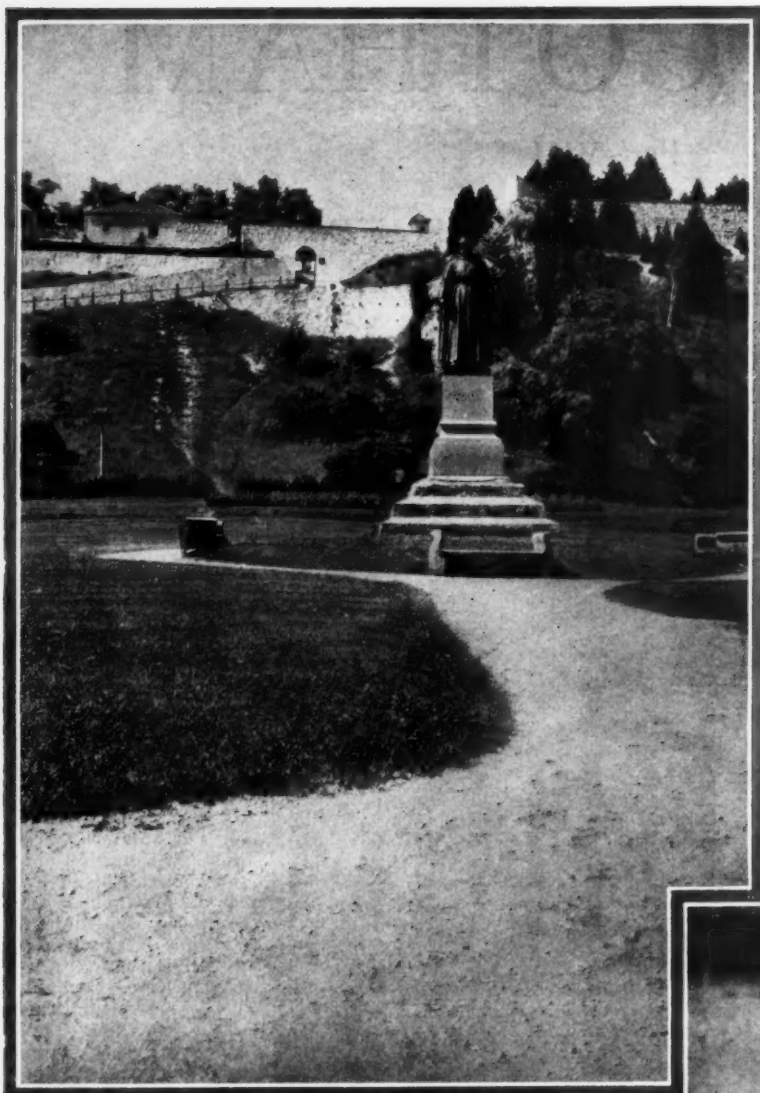
With neither house, clearing, nor even smoke showing along any of the many miles of coast line visible through my glass, about the only thing left to do was to strike inland in a southeasterly direction on the chance that there was some kind of settlement on or near the bay that must lie beyond the jutting point to the south. The fore-shore became rougher and more broken as I worked along toward the base of the point, and from the way the surf was breaking over half a



Looking down to the dock and Coast Guard Station through a gate of old Fort Mackinac

mile out into the lake it was evident that the waters were foul with barely submerged shoals. It was into this treacherous reef-beset water that I was so nearly lured the previous day by the prospect of reaching the protected lee of the little island a mile off the point. There was no question of the shelter offered by the island against a southerly blow, but in all but quiet weather the only practicable approach to it would have to be from the east. The ruins of an ancient shack and some crazy net-drying wheels, visible from my present vantage through the glass, proved that the inviting loop of bay had once been the site of a fishing outfit.

The going proved good under foot in the forest, but the close-growing trees—birch, maple and scrubby oak—made it hard to push ahead in a straight line. Mosquitoes became increasingly attentive as the widening zone of buffering woods cut down the force of the wind that had driven them to cower in cover near the shore. Gloved, booted and netted to the nose in anticipation of having to wade through the ranks of the arch enemy, I suffered no great discomfort from



Statue of Pere Marquette, Mackinac Island

the encounter, but a rabbit which I almost stepped upon was so busy pawing mosquitoes from his tortured ears and nose that he made several dabs even after I had scooped him up in my hands. Giving him a smear of mosquito dope on the forehead, I left him wrinkling a querulous nose in the heart of a patch of buttercups. I have often wondered just what was bunny's psychological reaction to the episode. Certainly he never gave me sufficient credit for my charitable intentions. On the contrary, more likely, the smart of the pungent dope in his eyes probably convinced him that I was only a bigger mosquito with a new way of stinging.

At the end of an hour of zigzagging through the woods, the roar of the surf on the rocky shore I had left still surged strongly down the wind. Not a little concerned for fear that the storm was rising again to endanger my boat, I was on the point of turning back when a new sound from somewhere beyond the masking frondage ahead began to make itself heard above the thunder of the distant surf. This was also a roar, but more spasmodic than that from the steady grind of the mill of the breakers. When volleys of shrill, higher-keyed notes began to slash through the salvos of deeper roars, I was reminded of the shrieks of the whistling blow-holes of the Samoas, and this suggested that I was probably nearing a stretch of iron-bound coast honey-combed with great subterranean caves.

Cockburn Island fisherman ladling trout from pound net

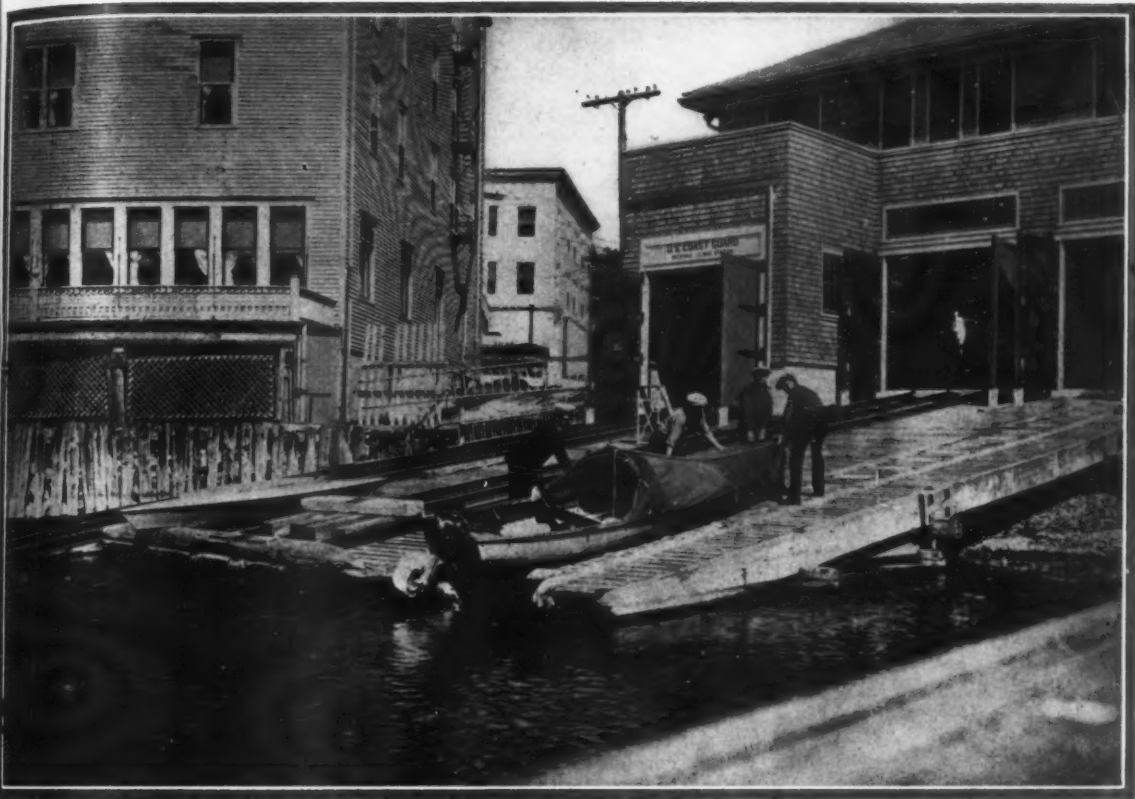
When these higher notes seemed to be resolving themselves into ululating cries like the keening of a banshee, I was puzzled again. Half a century earlier an Indian massacre would have accounted for the racket, but hardly in 1924. Fisherman or lumber-jack beating his wife? That would have accounted for the quality of the shrieks, but the chastised wife would have had to be a harem to furnish the volume. Sirens? Possibly. Yet sirens sang to allure and these wails were more calculated to repel.

I was still pondering sirens when a break in the wall of the woods revealed an open stretch of greensward, the farther side of which was half encircled with dancing human figures. Just as I came out into the open there was a resounding and very familiar crack from the opposite side of the clearing, and as a very fat center-fielder chased an erratically bounding ball to my feet in a vain endeavor to keep a three-bagger from being stretched out into a home run, the great swelling roar that had been puzzling me for so long broke forth again. When it died down the siren chorus had its turn, and this was the burden of its chant:

"When you're up, you're up;
When you're down, you're down.
But when you're up against Macmillan
You are up-side-down!
Whee-ee-ee!"

Macmillan, a town many miles





My boat on landing of U. S. Coast Guard station at Mackinac Island

away on the railroad, in coming to play a Sunday afternoon ball game with Naubinway, had brought its own girl rooting section, and it had been the vocal salvoes of this highly trained squad that had bombarded me while I threaded the mazes of a mile of intervening woods. Bobbed hair and near-silk stockings, with lipsticks and powder-pad to resmear yell-spattered complexions! So sirens was the answer after all! But what a funny way and place to stumble onto them!

Melting inconspicuously into the mob along the sidelines, I discreetly waited until Naubinway had won the game by a spectacular ninth-inning rally before venturing a discreet inquiry as to just where the home town of the home team was. With neither house nor road

breaking the solid wall of greenery on every side, the question seemed to me an entirely pertinent one. The reaction of the dispersing knot of multi-uniformed ball players to whom it was addressed was rather that of men who suspected they were being kidded by the flip-pant stranger. So, quite naturally, they countered with as good as they thought they were getting. Admitting that Naubinway wasn't the burg it had been forty years since, they were still inclined to think that

a guy who could drive his flivver down even what remained of Broadway without knowing he had been through a town ought to change his brand of bootleg.

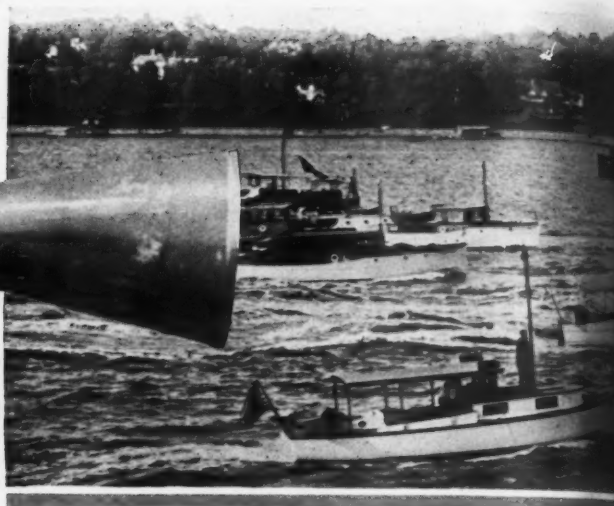
My assertion that I had come through the woods on foot after landing with a boat on the beach at the base of the rocky point the previous afternoon was received with shouts of derision. My claim that it was an open boat apparently made the yarn all the more absurd. I couldn't peddle a fish story like that in Naubinway even if they were fishermen. What was an open boat doing out yesterday when their big forty-foot launches had to run for the harbor and leave thousands of pounds of whitefish and lake trout and sturgeon to tear themselves to pieces in the nets? Why

(Continued on page 98)



The old surreys of Mackinac. No autos are allowed on the island

Henry A. Jackson, navigator of *Kemah II*, winner of the Cruiser Race, directing traffic on Manhasset Bay during the Gold Cup races



CRUISER RACING

AT the risk of being keel hauled by the speed sharks or having Chap consign this yarn to the Editorial Davey Jones Locker, I am going to begin with a truthful statement of fact. The Handicap Cruiser Championship of Greater New York furnished the best race in the whole Gold Cup Regatta. True there were no hairpin turns at fifty miles an hour with mechanics hurled in the air, but for number of entries, keen competition, and simon-pure amateur sport there has been no race to compare with it in the history of racing. The first five boats on corrected time (and many more, too) all had amateur crews, from navigator to cook,

Jeanne II, owned by Wayne Barker of Philadelphia, winner of the Craig Trophy in the race from Philadelphia to Manhasset

and what is more, their engines were tuned up by their owners and it was one race, if there ever was one, that was entirely free from professionalism and the trade in every sense. The advance guard of the spectator



N Comes Back to Life

*Twenty-one of the Finest Craft That Ever
Floated Compete in the Seventy-eight Mile Race
for the Championship of Greater New York*

By Chief Commander H. A. Jackson, N., U. S. P. S., Inc.

fleet saw nothing but the start and finish of the sixty-eight-mile race which began at 9:10 a.m. Friday, August 28, and ended in the afternoon between 3:30 and 5:00.

The course was from the Committee Barge in the center of the Gold Cup Course around the Red Spar Buoy, three-eighths of a mile south of Stratford Middle Ground Light, leaving buoys off Plum, Barkers and Sands Point on the channel side. Conditions called for strictly cruising trim and 1925 A.P.B.A. Rules. The day was ideal, with a brisk N. N. E. wind and as this had been blowing for a couple of days, there was a fair sea running which the ebb tide helped to a large extent and put careful helmsmanship at a premium.

At the start, the wind was fairly across the course and nearly all the boats were close to the line headed into the wind with engines just turning over slowly to give them steerage way. We, on *Kemah II*.

(Continued on page 124)

Start of the
Cruiser Race in
which twenty-
one (21) boats
started and all
of them fin-
ished the 78
mile run

Kemah II, winner
of the Cruiser
Race, passing one
of the fleet an-
chored in Man-
hasset Bay for the
Gold Cup races



The forward corner of the deck saloon serves also as a dining room and is attractively treated in soft green and ivory



Sea Dream has carried out every promise and is a steady, comfortable boat, doing better than 18 miles

SEA DREAM

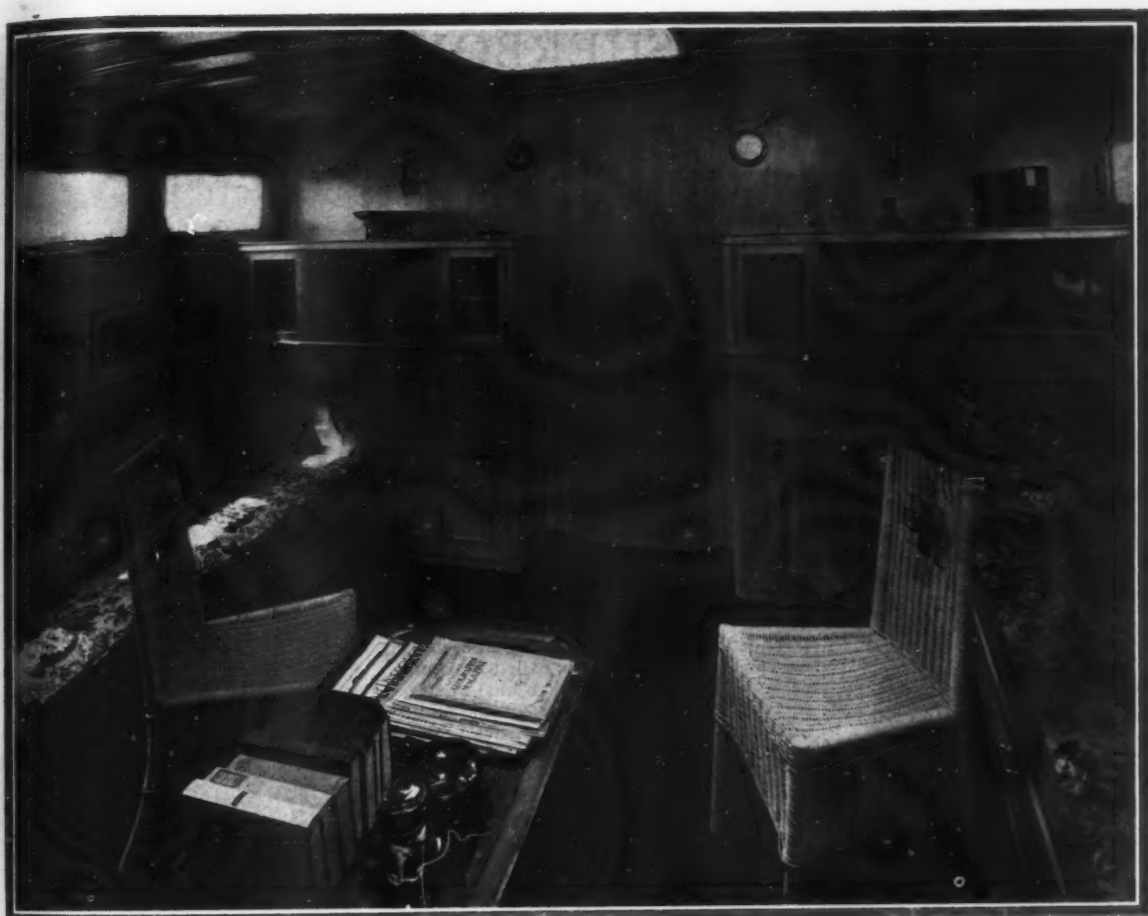
Well Named

One Hundred Feet of Grace and Beauty Built into One of the Most Attractive Yachts of the Present Season

SEA DREAM takes first place among the finest products of the boat builder's craftsmanship. The boat embodies many years of knowledge and skill in her design and construction. She is just under 100 feet in length, and slightly under 18 feet beam. She was built for Colonel Samuel M. Nicholson, a member of the New York Yacht Club, by the Luders Marine Construc-

tion Company of Stamford, and will make her home port at East Greenwich, R. I.

The boat has been built according to the highest standards of fine yacht work, and is double planked throughout with copper and bronze fastenings. The power plant is made up of two Sterling Viking engines which develop 300 h.p. each. They are located slightly forward of amid-



The comfortable lounge and reading room at the after end of the deck house opens out on a depressed cockpit

ships in a separate engine compartment between steel watertight bulkheads. A watertight door through the forward bulkhead permits access to the crew's quarters, which will permit the engine room force to reach the engine room without going on deck. There are, in addition, several emergency exits conveniently located.

In addition to the main engines, the engine room contains a $7\frac{1}{2}$ k.w. Winton generating set, with 100 cells of Edison battery. The electric light plant is very generous for a boat of this size, and operates a Hyde electric windlass, automatic pumps for fresh and salt water, and the ice machine, in addition to the lighting requirements.

Under the deck house there is a large storage space of unusual capacity. The main refrigerating plant is installed here, as well as a large ice box. The deck house is built over the hold space, and contains the dining room and galley. The galley communicates with the hold by a ladder, down which the food can be carried to the crew's quarters. The galley has the usual equipment, such as an oil-burning range, dresser, etc., and also contains a smaller service ice box, which is cooled by the Frigid-air system.

The design of the hull follows the

(Continued on page 110)



The power plant consists of a pair of Sterling Viking engines of 300 h.p. each. They are slightly forward of amidships, inclosed by watertight steel bulkheads

From
FISHERBOY
to
MILLIONAIRE
But Always a
BOATMAN

JUST a few years ago, when the now metropolitan city of Tampa was a fishing village, a small boy was seen almost daily, paddling in and about a group of delta isles, which nestled at the mouth of the Hillsborough River in the clear waters of Tampa Bay. Occasionally he anchored his craft, a nondescript collection of barrel hoops, canvas and cedar strips which he called a canoe. Then he selected a husky specimen from the numerous fiddler crabs, squirming hopelessly in a tomato tin, fastened it securely on a hook and tossed it by means of a handline or bamboo pole in the path of some particularly fascinating variety of fish easily visible in the crystal waters about him. Sometimes he made his catch and then again he didn't. But he never lost heart. Perseverance, even then, was one of his outstanding characteristics.

A few years later, this same lad, having added a few inches to his stature, his features somewhat

(Continued on page 64)

At the left: D. P. Davis, of Tampa fame, and at the right, Commodore C. F. Irsch, one of Mr. Davis's lieutenants, in charge of his sports at Tampa. In the center will be seen Miss Tampa, Mr. Davis's Gold Cup racer, which will be entered in all major racing events this winter

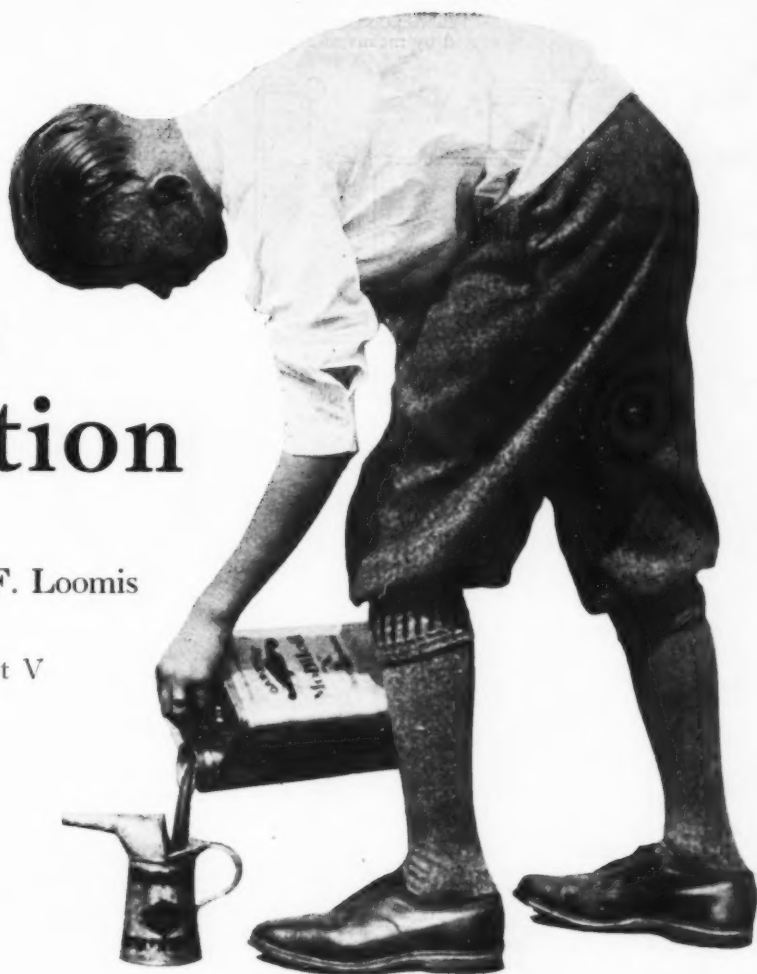


Photographs by M. Rosenfeld

A Boys' Story of ENGINES Lubrication

Alfred F. Loomis

Part V



Proper lubrication for two-cycle engines calls for one pint of heavy oil thoroughly mixed with each five gallons of gasoline

WHEN a motor boat runs out of gasoline, it stops. Some unkind passenger may make the owner feel uncomfortable by asking sarcastically, "Well, did you expect it to run on salt water?" Or the boat may be caught in a tight place between wind and rocks and suffer damage because of the owner's forgetfulness. But in ordinary cases no harm is done when the engine dies for want of gas.

In the matter of lubrication, however, there is a different story to tell. An engine that stops for lack of oil is pretty sure to be a sick engine forever after. The trouble is that the machine does not stop the second the oil is used up. It struggles on for a few minutes, growing dryer and hotter all the while until something finally burns up or seizes. And after that there is a pretty bill to pay at the repair shop.

People with a knack at figuring have estimated that if all the marine motors that have been ruined through improper lubrication were dumped overboard in New

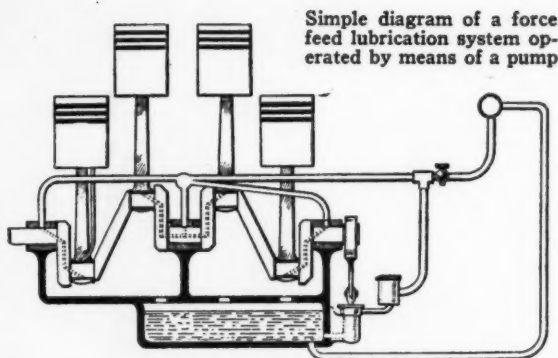
The Reasons for Lubricating an Engine with a Simple Explanation of the More Common Methods Used to Keep the Engine in Good Condition. Prepared Particularly for the Younger Generation so That They May Learn the Whys and Wherefores of Marine Engines.

York Harbor they would make a heap as high as the Statue of Liberty. And if such a monument of neglect were there to warn motor boatmen of the terrible results of running without oil, four out of five of them would pass by without seeing it.

We have already learned that the pistons of an engine move up and down against the walls of the cylinders, that gears mesh with one another, and that cranks and connecting rods revolve rapidly in bearings. Wherever one part of a machine rubs against another, heat is produced and wear takes place. Lubricating oil is used to reduce this heat and minimize

the wear. If lubrication could reach the ideal state that engineers dream about, then an engine would never wear out, because each moving part would ride on a cushion of oil, with metal never touching metal.

But in practice lubrication is never quite perfect. The oil itself wears out and allows the moving parts to rub. Gasoline which is not entirely burned in the firing chambers leaks down past the pistons and thins the oil. In



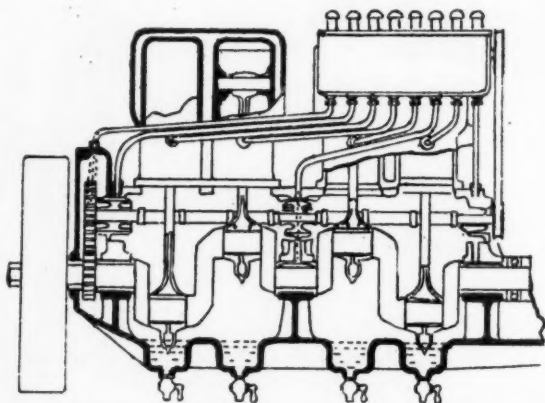
Simple diagram of a force feed lubrication system operated by means of a pump

exchange some of the oil works up past the pistons into the firing chambers, where it is burned into soot or carbon. Much of the carbon clings to the piston-head and firing chamber, but particles of it break off to be carried down with unburned gasoline and scratch cylinders and bearings.

These are all things that happen with the best engines, most carefully attended. If, in addition to them, the owner is careless with the grade of oil he uses, or if he allows dirt to get into the engine, or runs short of oil, he need expect nothing but worry and expense.

Two-Cycle Lubrication

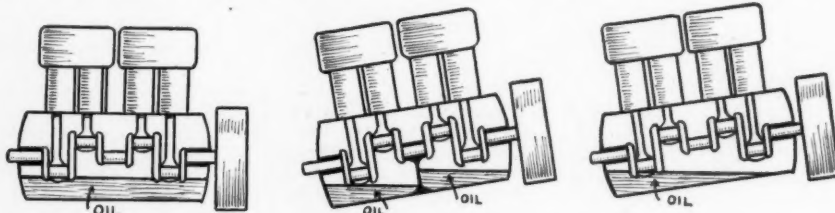
The system usually employed to oil the two-cycle engine is, like the engine itself, the simplest type. We have



A gravity oil system feeds the proper amount of oil to each bearing and cylinder

seen that the operating fuel is drawn into the base and is then by-passed to the firing chamber. If you were to put your hand into the base of such an engine, you could explore around and touch every moving part as well as every fixed bearing surface. The gaseous mixture does the same. Piston, cylinder wall, connecting rod, and bearings are all touched by the fuel.

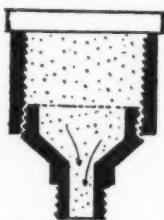
So to lubricate these parts, one pint of oil is mixed with every five gallons of gasoline before the gasoline is poured into the tank. It remains in suspension, and when the gasoline is drawn through the carburetor and



The splash system is excellent when the engine stands level, but very poor on an engine set along an inclined shaft

vaporized, the oil comes with it and is converted into fine drops. These drops are thrown against the inside of the base, and wherever metal rubs against metal they collect in a protecting film.

Many two-cycle motors, however, do not depend entirely on this method of lubrication. To supplement it a small, glass gravity cup is mounted on the side of the engine, and by opening a valve at the top of the cup the operator may allow oil to drip through a tube to the inside of the cylinder. The flow of oil is not determined by the speed of the engine, but a hand regulator is provided, and a sight glass permits the operator



Common variety of grease cup for two-cycle engine bearings

to see how fast or how slowly the oil is dripping. With a new motor it is always advisable to use too much oil rather than too little. As you become accustomed to your engine you will learn the proper amount of oil to admit through the gravity cup, and when the engine has been thoroughly worked in you may get along without using it at all. Always, however, remember to mix a pint of oil to every five gallons of gas when you are filling the tank.

Two-cycle engines also depend in part on grease for proper lubrication. You will see on nearly every engine

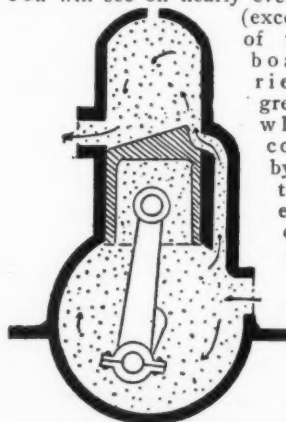
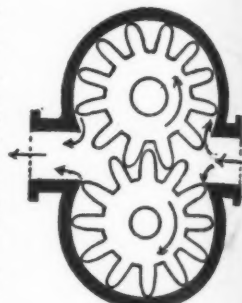


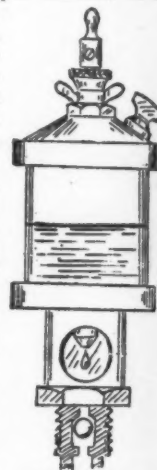
Diagram showing how two-cycle engines can be lubricated by oil and gasoline mixture

(except those of the out-board variety) a grease cup which is connected by metal tube with each crankshaft bearing. These cups are kept filled with a good grade of medium hard grease, and once every hour while the engine is running they must be screwed down a few turns. One reason for using grease instead of oil at the crankcase bearings is that the base of a two-cycle engine must be kept air-tight in order to secure proper crankcase compression. The grease packs the forward and after bearings where the shaft passes through the base, thus preventing air from being sucked in or out. Crankcase compression is necessary because, as we have seen, the gaseous mixture is forced by the descending piston through the by-pass into the firing chamber. If the crankcase is not tight, then the cylinder will

(Continued on page 140)



Powerful rotary gear pump which handles oil very well



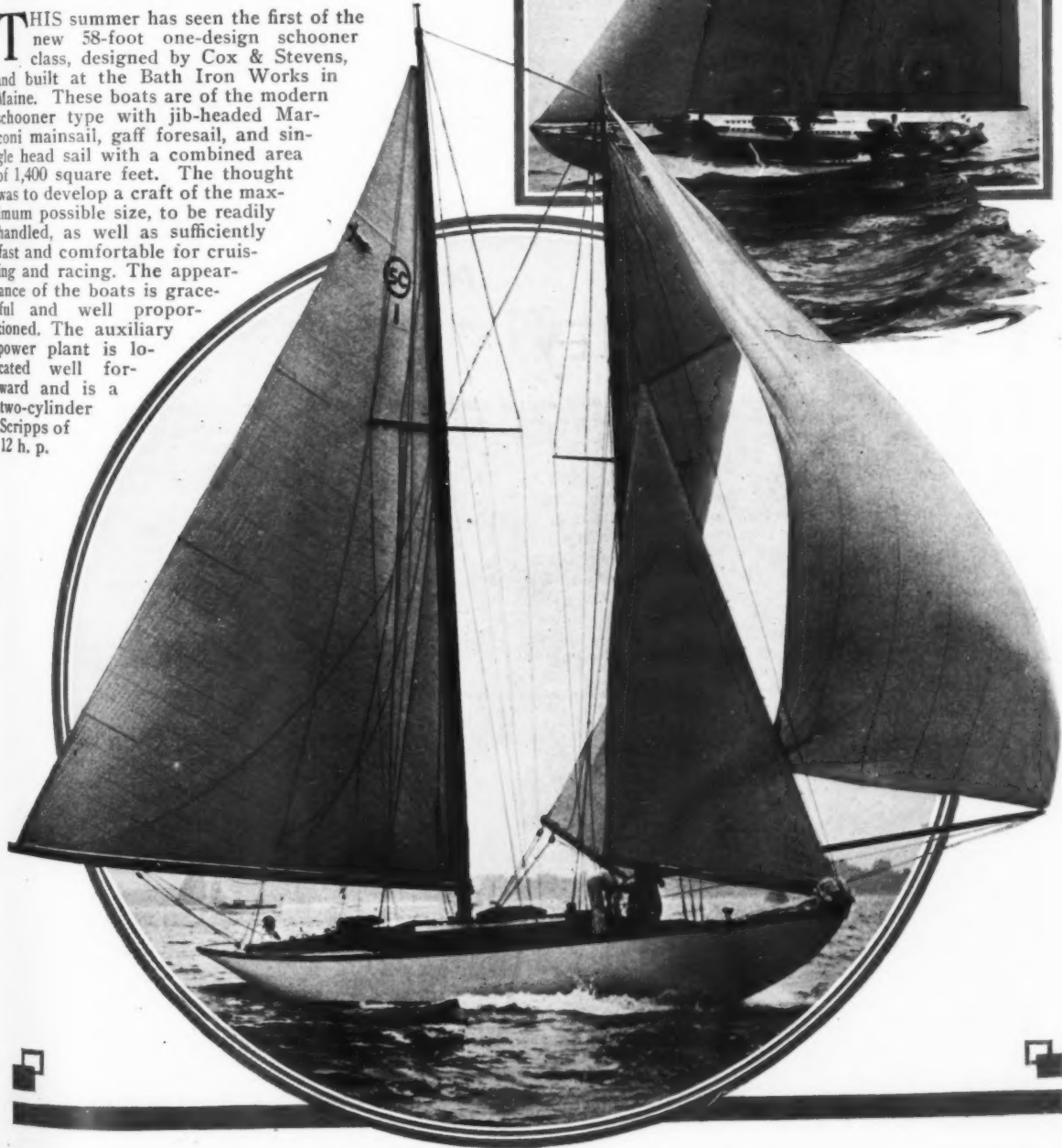
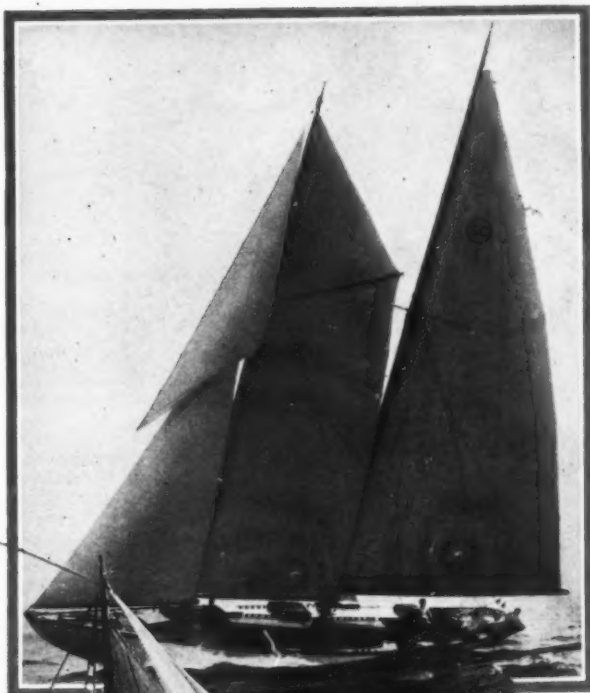
Simple form of sight feed oil cup

The Seawanaka Corinthian Schooner Class

Photographs by Rosenfeld & Levick

*Sixteen Practical Auxiliary
Craft Now Furnish Sport and
Pleasure to Proud Owners*

THIS summer has seen the first of the new 58-foot one-design schooner class, designed by Cox & Stevens, and built at the Bath Iron Works in Maine. These boats are of the modern schooner type with jib-headed Marconi mainsail, gaff foresail, and single head sail with a combined area of 1,400 square feet. The thought was to develop a craft of the maximum possible size, to be readily handled, as well as sufficiently fast and comfortable for cruising and racing. The appearance of the boats is graceful and well proportioned. The auxiliary power plant is located well forward and is a two-cylinder Scripps of 12 h. p.





Subito, a fast 34-foot sea skiff sedan cruiser owned by Miss L. N. Grace of Great Neck, Long Island, and used at her summer home, Dark Harbor, Maine. She was designed and built by the Banfield Sea Skiff Works, Atlantic Highlands, N. J., and is powered with a 200 h.p. Hall-Scott marine engine, which drives her 28 miles

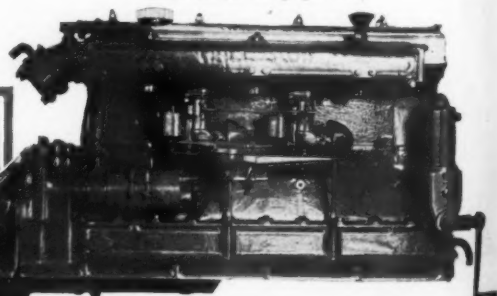
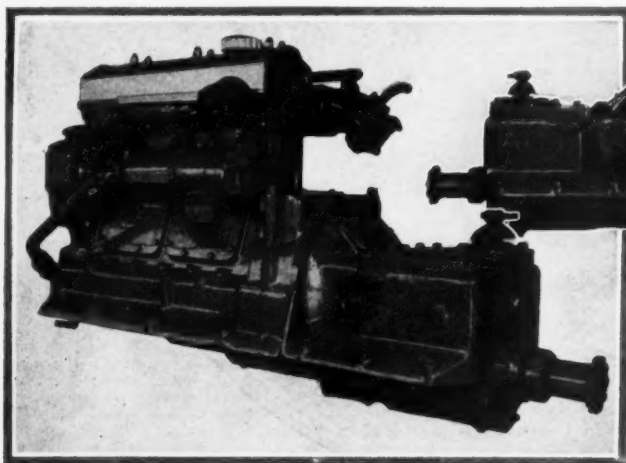
High Speed and Heavy Duty

*Powerful Engines Designed
With a Built-in Reduction
Gear to Afford Low Pro-
peller Speeds With Maxi-
mum Efficiency*

DESIGNED particularly for the needs of large sea-going craft, such as auxiliaries, work boats and tow boats, where a large diameter propeller, turning at slow speeds, affords the greatest efficiency, the new Hall-Scott HSR engines are ideally suited. Built in two sizes, four and six cylinder, these engines on a bore and stroke of $4\frac{1}{4}$ by $5\frac{1}{2}$ inches, develop 60-70 h. p. at 600 or 900 revolutions of the propeller shaft, for the four cylinder machine, and 90 to 100 h. p. for the six cylinder machine. By reason of the light weight in which it is possible to build a high speed machine, and also by the much smaller bulk occupied by them, the advantage of this type of engine is marked. The fact that a silent reduction gear permits of changing the speed of the engine

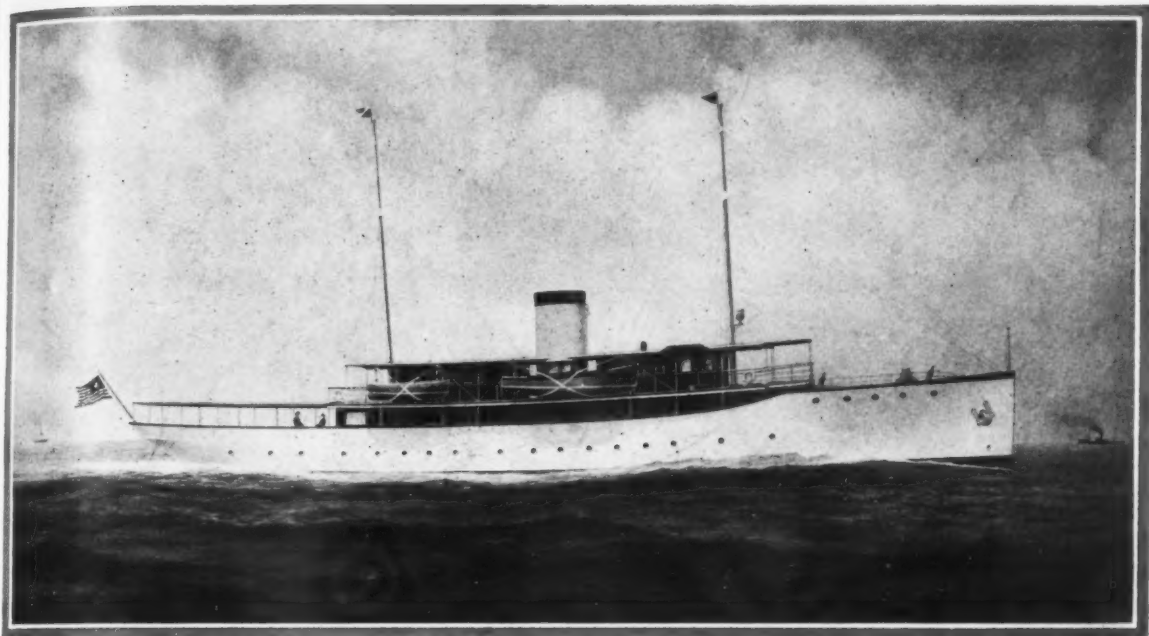
shaft, and delivering a large amount of power at slow speeds, will be a decided advantage over the heavy and cumbersome engines of the past, where the weight was counted in tons, and the revolutions in single turns. The weight of these engines is only 1,750 pounds for the four and 2,200 pounds for the six cylinder units. In addition, they are provided with a special form of selective type reverse gear, which gives an absolute neutral position, and in order to compensate for the lesser efficiency of the propeller when operating in the reverse direction, the

(Continued on page 114)



The four-cylinder 67-70 h.p. machine, which turns a large propeller at 600 or 900 revolutions with a suitable reduction gear

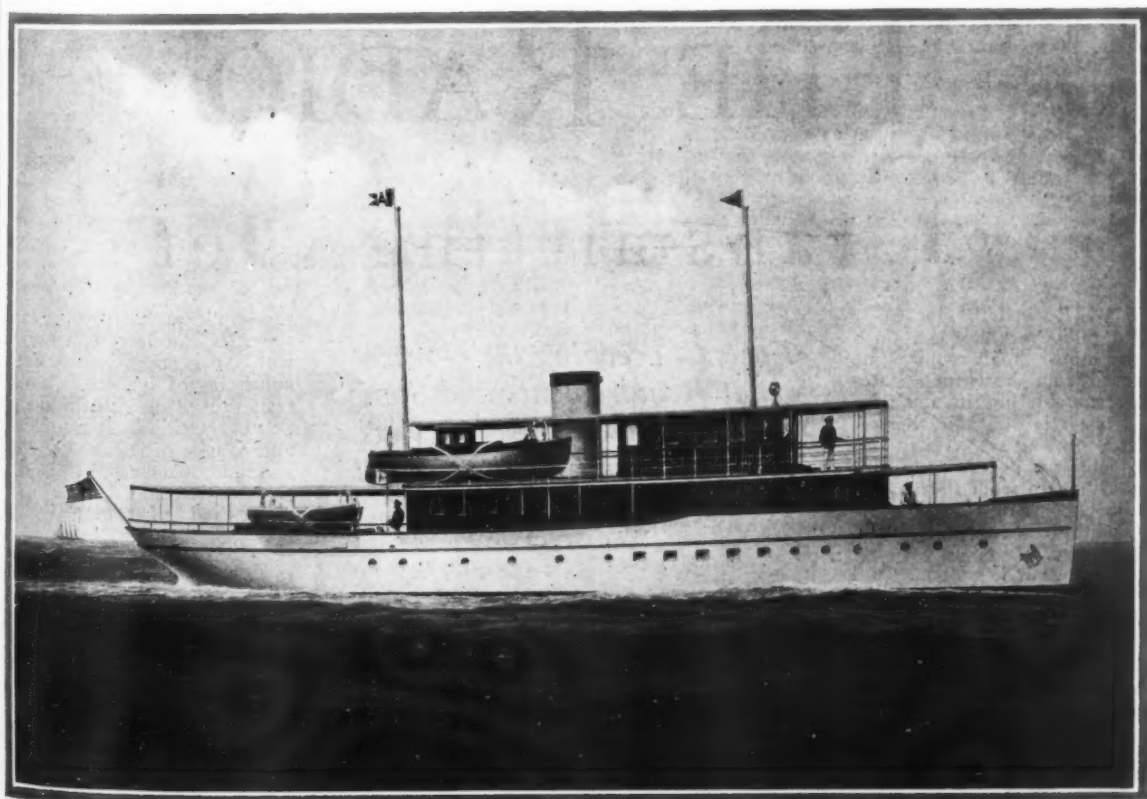
The six-cylinder machine is similar, but develops 90 to 100 h.p. on the same cylinder sizes. Bore and stroke are $4\frac{1}{4}$ by $5\frac{1}{2}$ inches, and a three-to-one reduction gear permits it to drive a large wheel



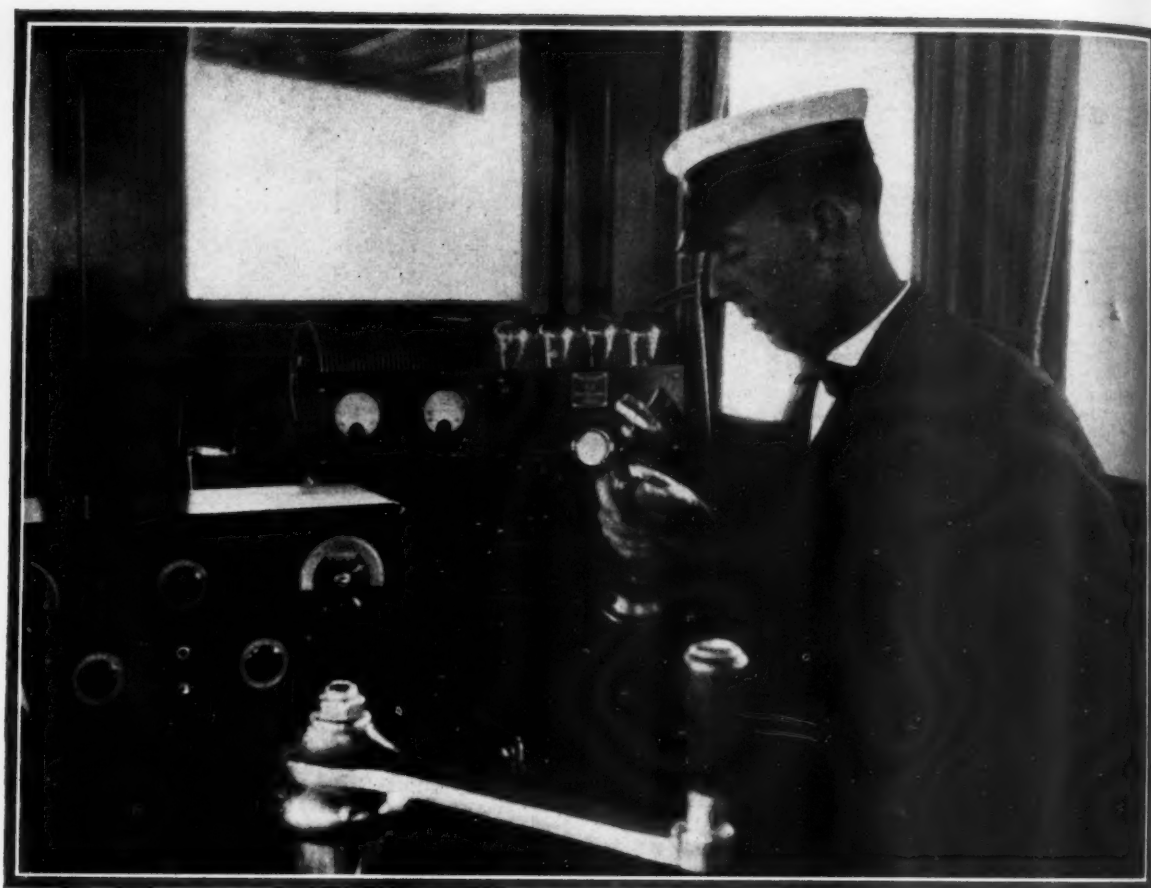
The 171-foot Diesel yacht being built from Gielow designs for Jesse L. Livermore of New York

Big Yachts Ready Soon

TWO big shipyards are bending their entire efforts towards completing two large Diesel yachts, both of which were designed by the firm of Henry J. Gielow, Inc., for prominent yachtsmen in the east. The larger of these is being built at the George Lawley & Sons, Corp. yard, and is to be 171 feet in length. This boat will be constructed according to the highest Lloyd's regulations.



Alpha, a 100-foot Diesel yacht designed by Gielow, and rapidly nearing completion



Powel Crosley, Jr., at the microphone in the deck house of Muromar. The four transmitting tubes are seen just above the panel near the center of the picture. On the extreme left is the receiving equipment.

THE RADIO Transmitting Set

THE installation of a radio receiving set on a motor boat requires no license from the United States Government, but in some instances it is desirable to have a transmitting set. When this happens it is necessary to take out a license from the nearest radio supervisor who operates under the U. S. Department of Commerce.

An amateur license may not be used for such work and it is necessary to secure either a commercial ticket or one of the newly created grade 4 commercial licenses. In either event, it is necessary for the owner or some member of the crew to have such a license before the set can be operated.

The license examination, which is usually taken at some customs house, consists of a code test in which

Facts Concerning the Government Requirements and Some of the Advantages of Such an Installation on the Cruiser

By W. F. Crosby

the applicant has to pass at a speed of not less than twelve words per minute, each word consisting of five letters. These tests are given with the aid of an automatic sending machine and consist of regulation commercial messages, including punctuation and figures. The code used, of course, is the regular Continental Morse, such as is commonly used in the blinker light system. In ad-

dition to this code test, the would-be operator is also required to draw a rough diagram of both the transmitter and receiver and may be called upon to give a brief description of the parts and their functions. He must also explain the operation and adjustment and in addition will be asked a few pertinent questions regarding the international rules and regulations relating to radio communication.



Douglas Rigney, Vice-President of A. H. Grebe Company, sending out a running short wave description of the Gold Cup races at Manhasset Bay from his cruiser, Mu I, which was picked up and broadcast by the powerful station WAHG at Richmond Hill

As a general rule, owing to the short length of the boat, it is not possible to use the regular ship wave-length channels and recently a new band has been assigned which will run somewhere between 100 and 150 meters. The exact location has not been finally decided.

For this wave-length no spark transmitters may be used under any circumstances, as the license is given only for radio telephony or continuous wave telegraphy. If the boat is sufficiently large to operate above the broadcast wave-lengths, then the spark may be operated under a first class commercial license on 600 meters. At the present time, no spark transmitters whatever are permitted below this point, with the exception of a few government stations. The wave of popular disapproval against such installations has altered the situation. Such sets have, in the past, created untold interference with broadcast reception.

As for the transmitting sets themselves, they need not take up any more room than a medium sized receiver and may run from five watts on up to the limits of broadcasting power. Usually the lower powers of from five to twenty watts are quite sufficient especially where the transmission takes place on the short waves which are supposedly extremely efficient. The facts, though, are that amateur transmitting equipment, when used on land, has more than once spanned tremendous distances, in some cases stations in the eastern half of the United States having carried on successful operations with other amateurs residing in Europe and even as far away as New Zealand. Using only five watts, quite a number of American operators have been heard in England.

The code test must stand, for it is quite essential that the operator of the transmitter be familiar with something more than the human voice. Distress signals re-

quire the instant closing down of all forms of transmitters and lack of knowledge of the code might lead to serious interference or even loss of life.

Mastering the code itself is not as difficult as it might seem. Thousands have learned to read the dots and dashes and the only requirement is patience and practice. Of course, the best way to learn to read is to have some one familiar with the alphabet send to you on a key and buzzer outfit. A regular telegraph sounder will not do, for the dots and dashes of radio do not sound like this.

Another recommended way is to wire up a long-wave receiver, one which is capable of picking up the high power commercial transmitters. Some of these stations send at an extremely low rate of speed, and after the characters have been memorized, excellent practice may be had by tuning in such a station. Some of them repeat every word two or even three times and send at a speed of less than five words per minute. Actually the required speed of twelve words per minute is comparatively slow, as most commercial and even amateur traffic is carried on at least eighteen words per minute.

The questions regarding the transmitter are important as the operator should know how it is operated. This knowledge may be the means of saving lives at some time. The operation of the receiver is no less important, for an inexperienced receiving operator is absolutely worthless in case of necessity. In short, the operator should know his apparatus. The questions relating to the international radio regulations are another important part of the test.

According to the rules, a broadcasting station comes under the heading of a limited commercial station and as such it cannot communicate with any particular person, but must broadcast in every (Continued on page 62)

Kermath Powered Cruisers and Chris-Craft *Furnish Thrills at* DETROIT REGATTA

*Packard Chris-Craft II Sets New
World's Record in Winning One
Hundred Fifty Mile Sweepstakes.
Baby Horace III Is Second*

WITHOUT the Gold Cup to be raced for and minus Gar Wood, the annual Detroit Regatta this year lacked the competition and enthusiasm which has been present for the past eight years. If it had not been for the cruisers, especially the Kermath powered boats and the always efficient and spectacular Chris-Craft which were thrown into the racing program to fill the breach, the regatta this year would have been without interest.

Ever since 1918 the American Power Boat Association Gold Cup has been held by the Detroit Yacht Club, that is, until 1924, when Caleb Bragg with his Baby Bootlegger brought it East.



Miss America III, built by Gar Wood to defend the Harmsworth Trophy this year. Unfortunately, the French challenger failed to materialize; therefore, the race had to be called off.



Packard Chris-Craft II, winner of the 150-mile Detroit Sweepstakes Race. This boat was designed and built by the Chris Smith & Sons Boat Company of Algonac. She is powered with a 12-cylinder Packard marine engine.

Start of the race for cruisers powered with Kermath engines. Twelve Kermath powered cruisers started and finished in this race, which was one of the features of the Detroit Regatta.





Chris-Crafts racing in several events furnished one of the real thrills of the Detroit Regatta. Altogether some thirty of these wonderful stock boats raced.



Mrs. Delphine Dodge Cromwell, who drove her own boat, Nuisance, in the 150-mile Sweepstakes race.



Victor Kilesrath of Port Washington, L. I., who acted as the other member of the crew of Mrs. Cromwell's Gold Cup racer Nuisance.

Horace E. Dodge's Sweepstakes racer, Baby Horace III, second in the 150-mile race.



Competition for this trophy has always been keen and the Detroiters have had little trouble in having a regatta which outranked any anywhere. The popularity of the Gold Cup Class was never more emphasized than this year, when Detroit decided to hold a regatta without the Gold Cup.

Another reason for the lack of entries and enthusiasm may be due to the inactivity of Gar Wood, who is at present seriously ill in a Detroit hospital, and was, therefore, unable to have his usual team of fast racing craft at the starting line. It is also true that the regatta lacked interest, due to the fact that the French, who had challenged for the British International Trophy, also known as the Harmsworth Trophy, failed to send over to this country their challenger as they had

(Continued on page 134)

JAN, a Sailing Skiff

The Amateur Builder Will Experience No Difficulties in Building This Smart Little Boat With the Help of the Design and Instructions Given

Designed Especially for MoToR BoatinG

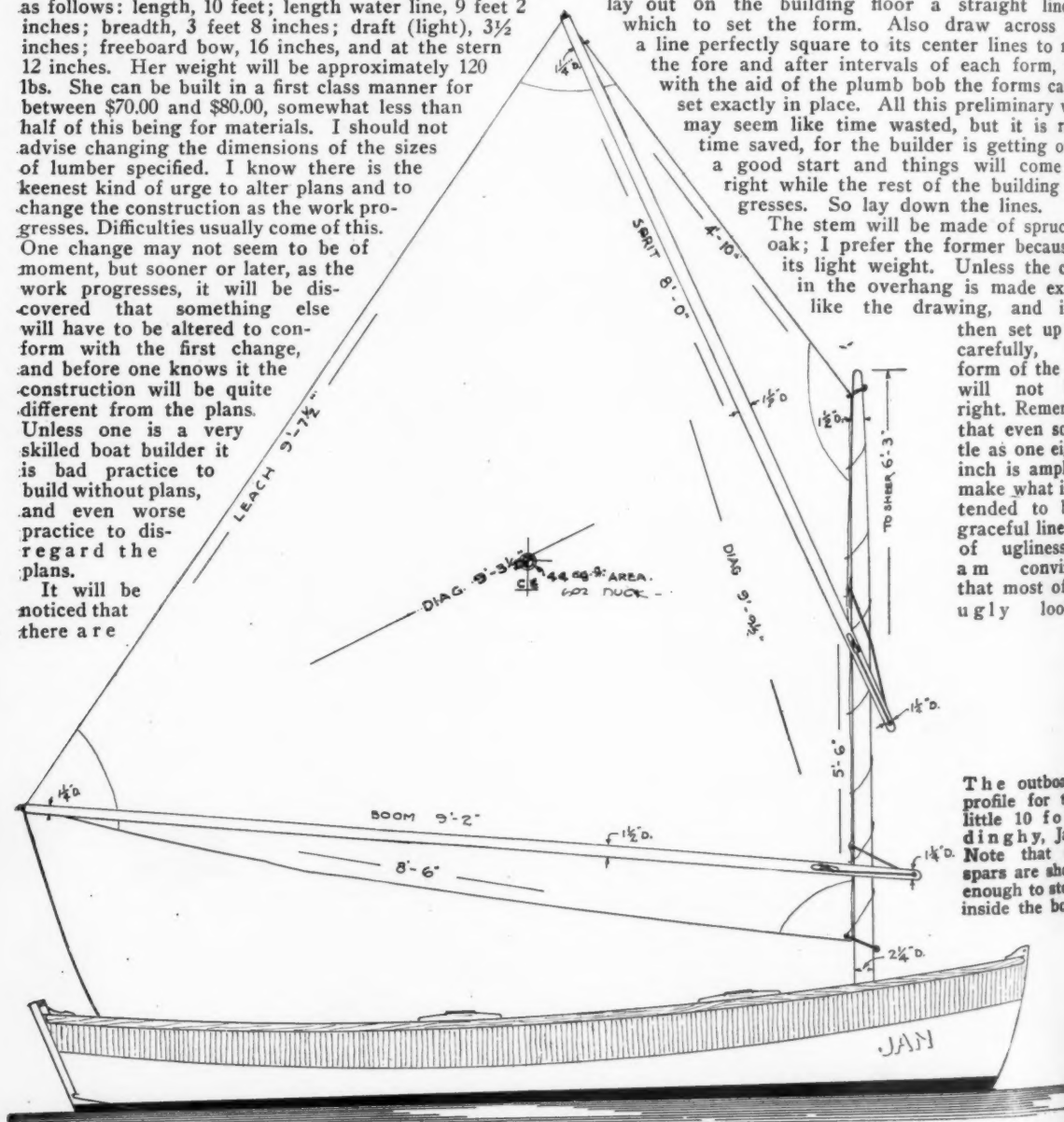
By William Atkin

CAPTAIN DAY, the Old Man of yachting, asked me to design a small sailing dink, this was several years ago. One of the features which he insisted on was, that the spars should be shorter than the boat. And for the obvious reason that they might then be stowed in the dink. While the short spars will limit the area of the sail the limitation is worth while in view of the advantage of stowing the spars in the dink. However, the sail area of Jan, this little one, totals 44 square feet and this is enough for a friendly little breeze. Notice that the boom is 9 feet 2 inches long, the sprit 8 feet, and the mast 7 feet 9 inches, and all should be made of spruce or fir. Keep these light and have the sail made of 6 oz. duck with wide cloths. Now Jan's dimensions are as follows: length, 10 feet; length water line, 9 feet 2 inches; breadth, 3 feet 8 inches; draft (light), $3\frac{1}{2}$ inches; freeboard bow, 16 inches, and at the stern 12 inches. Her weight will be approximately 120 lbs. She can be built in a first class manner for between \$70.00 and \$80.00, somewhat less than half of this being for materials. I should not advise changing the dimensions of the sizes of lumber specified. I know there is the keenest kind of urge to alter plans and to change the construction as the work progresses. Difficulties usually come of this. One change may not seem to be of moment, but sooner or later, as the work progresses, it will be discovered that something else will have to be altered to conform with the first change, and before one knows it the construction will be quite different from the plans. Unless one is a very skilled boat builder it is bad practice to build without plans, and even worse practice to disregard the plans.

It will be noticed that there are

four stations to which forms should be made: do not try to build the boat by using two forms or three forms or by spacing them out or by reducing the spacing. The forms should be spaced at two foot centers exactly as shown. Build the craft bottom side up, leaving all the forms in until the bottom is all on and the side knees have been fastened. The center thwart should be fastened in as well so as to prevent the sides from spreading apart. The forms should be made of $\frac{3}{4}$ inch spruce. These should have additional length each side above the sheer line, adding just enough to each side so that when they are set up the water line will be horizontal. Now in order that the completed craft shall be of the same model on both sides of its center line lay out on the building floor a straight line to which to set the form. Also draw across this a line perfectly square to its center lines to mark the fore and after intervals of each form, then with the aid of the plumb bob the forms can be set exactly in place. All this preliminary work may seem like time wasted, but it is really time saved, for the builder is getting off to a good start and things will come out right while the rest of the building progresses. So lay down the lines.

The stem will be made of spruce or oak; I prefer the former because of its light weight. Unless the curve in the overhang is made exactly like the drawing, and it is then set up very carefully, the form of the bow will not look right. Remember that even so little as one eighth inch is ample to make what is intended to be a graceful line one of ugliness. I am convinced that most of the ugly looking



The outboard profile for the little 10 foot dinghy, Jan. Note that all spars are short enough to stow inside the boat

boats afloat are just as they are through careless building coupled with careless setting up. So go at the building with care. The rabbet can be cut in the stem before it is set up. Both the rabbet and the bearding lines should be plainly marked on both sides of the stem. Then a fid made of a piece of $\frac{5}{8}$ inch planking about 2 inches wide with perfectly square ends can be let into the side of the stem allowing the corner of one end of the fid to lay flush with the rabbet line while the under face is flush with the bearding line. There is no simpler or better way to cut the rabbet. Do not build the stem up from two pieces, this is not strong enough nor an easy way out of the problem.

The stern board will be made of $\frac{3}{4}$ inch white oak or spruce. It should be made in a single width. Be sure to allow ample width for the crown, $1\frac{3}{4}$ inch. The bevels for the side and bottom planking can be taken from the drawing of the lines on the floor. By all means cut these bevels before the stern board is set up for it is difficult to cut these accurately from the work. Remember that the width of the thickness of the planking must be taken off the sides and bottom; planking being $\frac{5}{8}$ inch thick.

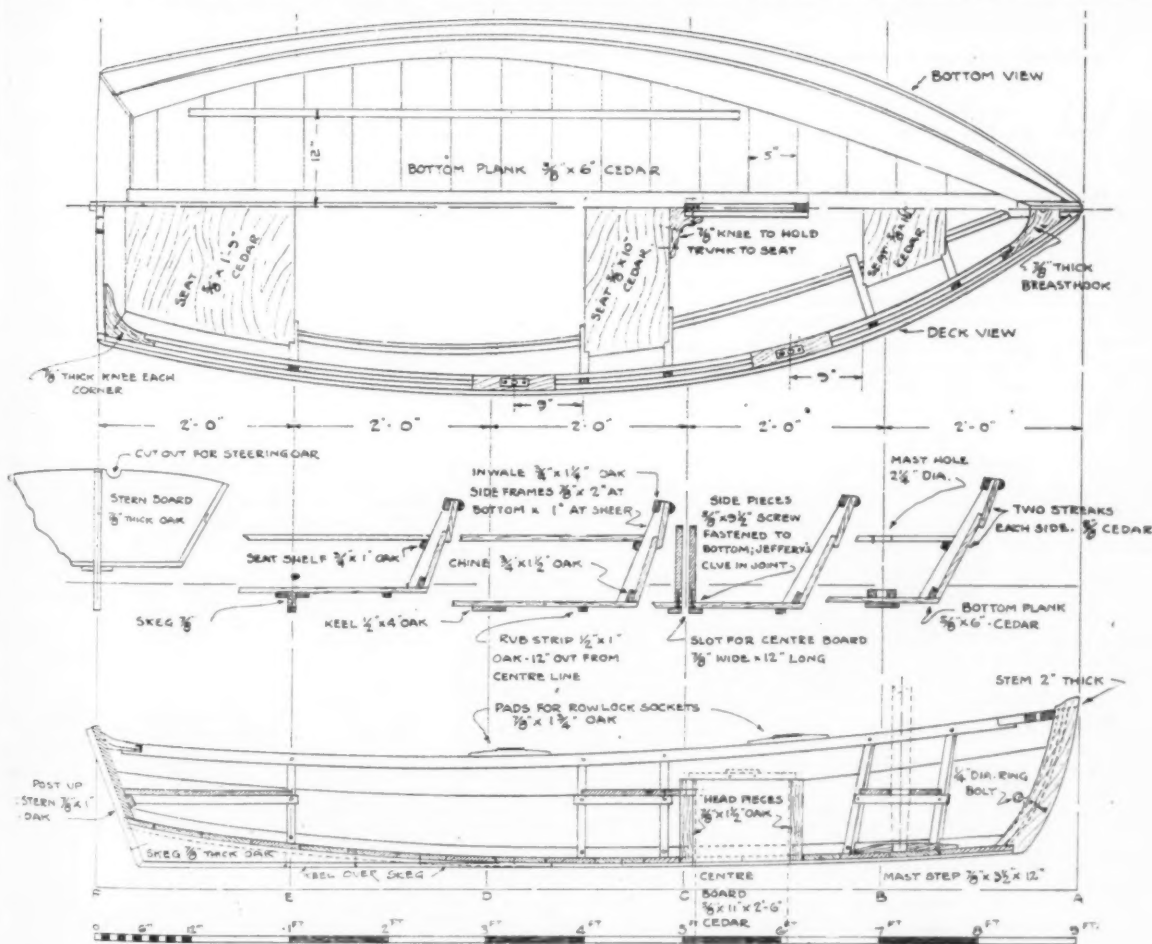
The side planking will be made of $\frac{5}{8}$ inch white cedar and will be laid in two strakes as shown. Now in the ten commandments of small boat building there is no superior wood than white cedar; but this is not easily obtained in some localities and lacking cedar the following woods make good substitutes: juniper, Washington pine, Douglas fir, red wood, spruce, white pine, Philippine mahogany, cypress, and in the order given as to choice. The planking should be screw fastened to the

stem and stern; through fastened with copper along the chine pieces and along the lap. It is lots better to have fastenings too closely spaced than to be stingy with them.

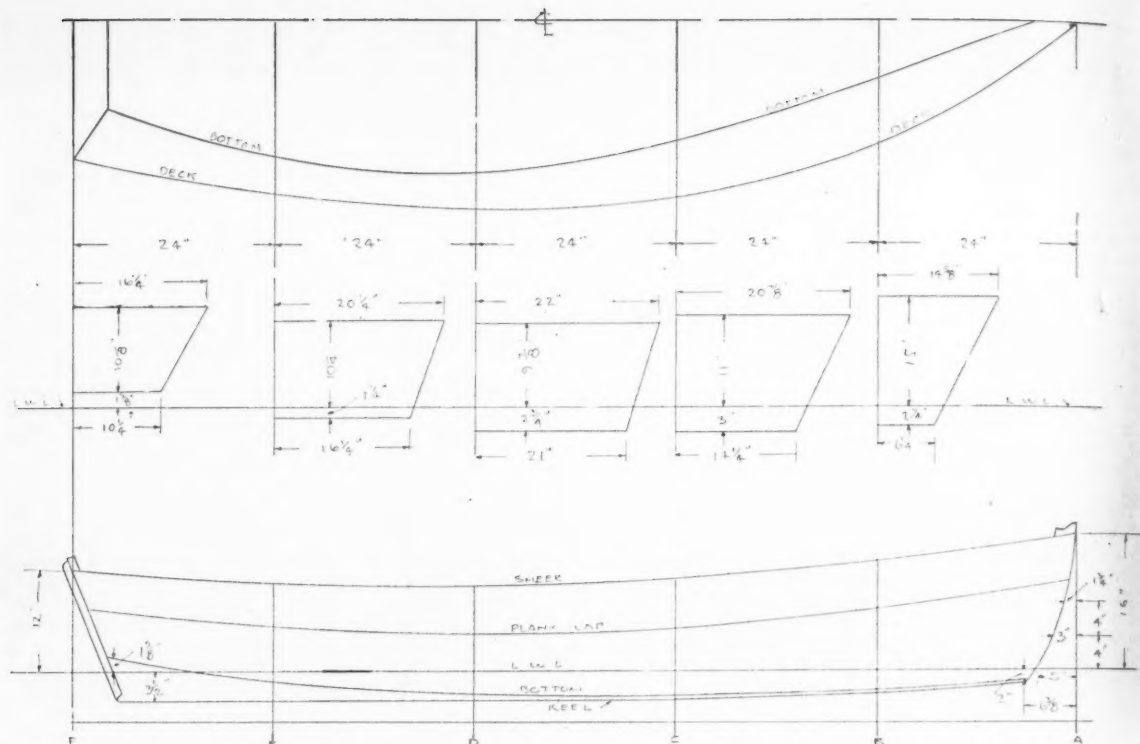
The chine pieces will be made of $\frac{3}{4}$ by $1\frac{1}{2}$ inch white oak or spruce, if the latter is used it would be well to increase the dimensions to $\frac{3}{4}$ by 2 inch. At the stem and the stern the chine pieces will be notched in to half its thickness and screw fastened. There will, of course, be notches cut into the forms to accommodate the chines and here there will be temporary fastenings; screws are best. Clear lumber should only be used for the chine pieces.

The bottom planking will be made of $\frac{5}{8}$ inch white cedar or any of the other woods mentioned above. These planks should not be laid in strakes over 6 inches wide nor much under 4 inches wide. The planking should be laid at right angles to the center, and all should be of the same widths. It would be well to begin planking in the middle of the bottom and work toward the ends. There should be a slight outgauge on the plank edges; not over $1/16$ inch however. Where the plank ends land on the chine pieces it would be well to paint the faying surfaces with Jeffrey's liquid marine glue, there is no better way to form a water tight joint. The fastenings here should be brass screws or galvanized iron boat nails; the former being best by a log shot. I should not fit the bottom seams too tightly for if the cedar is well seasoned and dried it will swell a great deal and some room must be provided for swelling.

The skeg will be made of $\frac{3}{4}$ inch white oak. This should be fitted to the bottom planking after the caul-



Construction and arrangement drawings for the little tender Jan, which give complete details of construction



The line drawing and mold sections which will permit the entire job to be laid out accurately, and will insure correct fit of all parts

ing has been applied and the seams have been puttied. The fastenings should be driven from the inside out, using long screws. It will be noticed from the plans that the keel is slotted for the length of the skeg and that the latter fits into the slot and is in turn covered by the tongue left by the slotting. This effectively covers the joint where the fore end of the skeg meets the bottom. Be sure the skeg runs exactly with the center line for otherwise the boat will always have an urge to steer off to one side or the other. Another thing, be sure it stands plumb from the bottom.

The side frames will be made of $\frac{7}{8}$ by 2 inch white oak or spruce: the upper ends of these will be tapered to $\frac{3}{8}$ by 1 inch. The frames should fit snugly against the chine pieces and the side planking. At the chines, and where the side planking laps, through copper fas-

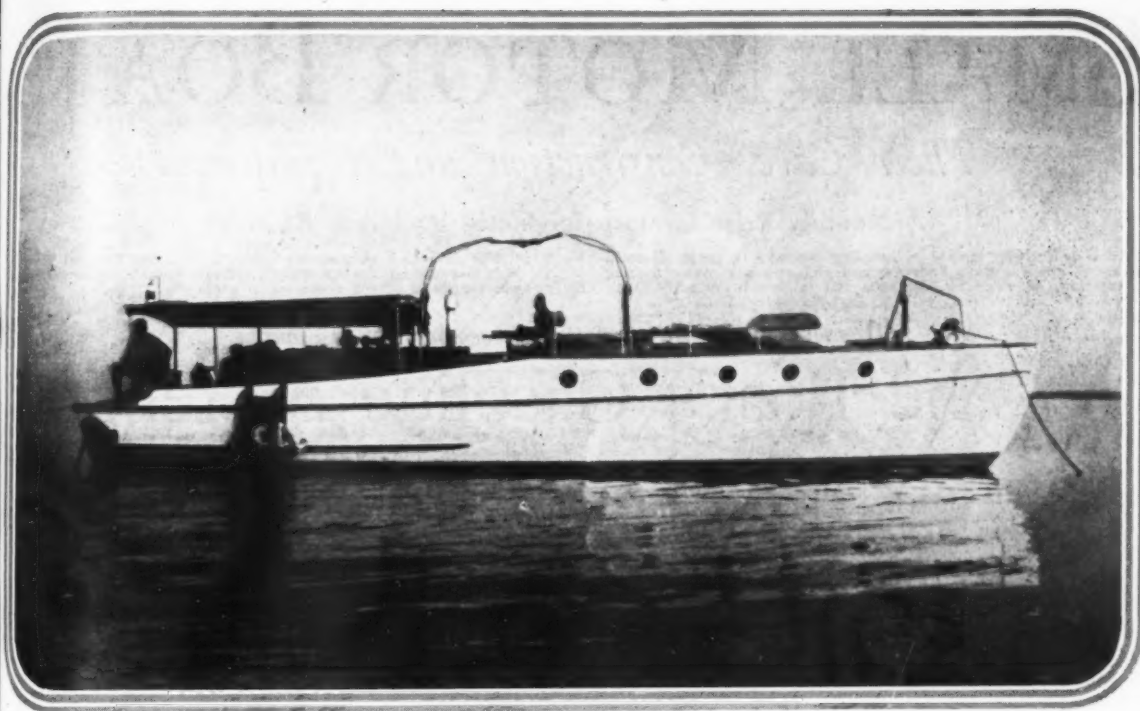
tenings should be used. Other fastenings should be screws. The top ends of the frames will be notched to take the inwale as indicated.

The inwales will be made of $\frac{3}{4}$ by $1\frac{1}{4}$ inch oak or spruce. At the bow the inwales are let into a $\frac{7}{8}$ inch hackmatack or apple wood knee, and treated likewise aft each side the stern. The inwales will be through fastened to the tops of the frames with copper boat nails having burrs, and riveted. In the way of the row locks there will be filling blocks as shown made of oak. Pads will be set over these and thus a secure base will be formed for the row lock sockets.

The middle and fore thwarts will be made of $\frac{5}{8}$ inch white cedar or spruce about 10 inches wide. These will set on short risings made of $\frac{3}{4}$ by 1 inch oak. The after seat will be planked in (Continued on page 122)



Sue, the first of the 15 foot motor tenders to be completed. The design for this boat appeared in August MoToR Boating, and it was built by the Seymour Boat Works, under the supervision of Mr. Atkin at Northport, New York. The engine installed in this boat is one of the 4-5 h.p. inboard Evinrude engines with reverse gear, and the whole outfit is very fast and useful. The engine is lubricated through the fuel, one pint of oil being mixed with each five gallons



Ongiara, winner of the 80-mile cruiser race

ONGIARA Wins Cruiser Race

THE Lower Lakes section of the American Power Boat Association, under the guidance of Commodore S. B. Eagan, early in August held a very successful cruiser race for the Cruiser Trophy, which has long been in competition on the Lakes. The trophy is a perpetual one, donated in 1914 by Edward Michael, and was won during that year by the Buffalo Launch Club. It has been in their possession continuously since that time, without being challenged for, or without a competition being arranged for it. The Buffalo Yacht Club recently did challenge for this trophy, and the race was run on August 8. The Trophy is a handsome piece of silver, and is valued at \$1,500. The arrangements for the race provided for a start at eight o'clock, the boats being sent away on their handicap times. Thirteen entrants had signified their intention of starting, and among these were included some of the fastest cruisers on the Niagara River.

The course was over a distance of 79.66 statute miles, equivalent to 69.18 nautical miles. It started from the Buffalo Yacht Club, thence to Port Maitland and return, down the Niagara River, to a finish line in front of the Buffalo Launch Club. Prominent among the competitors was Wilgold, owned by R. V. Williams of Buffalo, and Ongiara, owned by C. O. Svensson. Ongiara proved to be the winner of the race on corrected time, after a

Lower Lakes Section of the American Power Boat Association Reruns Famous Cruiser Race of Eighty Miles at Buffalo

fast run over the course. She was closely followed by Wilgold, which secured second place.

Since the race was conducted under the sanction of the American Power Boat Association, it was run strictly in accordance with its rules. Ongiara covered the course in 8:04:09. Her 26-30 h.p. Buffalo engine, turning at 460 revolutions, drove her steadily on, with the result that she easily beat the other contestants on

corrected time. Her performance was considered remarkable, because of the many years of service which her power plant has given. It is twelve years old, and has survived without an overhauling or repairs, which would have required taking the engine out of the boat, and sending it to a shop. Ongiara is not a small boat, she is 45½ feet in length, with a beam of 11½ feet. A fairly heavy sea was rolling most of the day, in fact it was so heavy at the start, that some of the smaller boats turned back.

The triumph of Ongiara over her competitors was overcome by a tragedy which happened soon after the termination of the race. On her way to her mooring, Onigara struck a rock, and began to take water. Mr. Svensson was on deck working a hand pump, when he fell overboard, and although every effort was made to save him, he was never seen to come to the surface. It is believed a sudden attack of (Continued on page 148)

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

1. What is the best method of installing scuppers in the small craft, so as to provide quick drainage, and eliminate any water backing up through them when the boat heels over or in a heavy sea?
(Submitted by V. L. S., Wilmington, Del.)

1. Describe the best method of placing on a gasoline marine engine with magneto ignition an entirely separate ignition system to operate where there is only a single set of spark plugs.
(Submitted by J. W. D., Alberta, Canada)

Questions Submitted for the December Prize Contest

The Boat's Gasoline System

Advantage of Large Size Piping to Carry Fuel With Least Danger of Clogging and Interrupted Supply

Answers to the Following Question Published in the August Issue

"Describe and illustrate a gasoline tank and piping system for the motor boat explaining how to make good joints, how to eliminate clogging and how to make a convenient low gas alarm."

Large Brass Pipe Is Best

(The Prize Winning Answer)

A PIPE line constructed of 1/2-inch threaded brass pipe will repay the time and money put into its installation, and especially so when the tank is galvanized iron.

With shellaced threads and unions, such a pipe line is immune to the many troubles that come from the use of small copper tube feed line that is easily clogged with tank sediment and the precipitate that accumulates in the present low test gasoline.

While vacuum systems and pressure systems are excellent in their way, it stands to reason that gravity feed with proper height of tank above the carburetor cannot be superseded.

A gravity system is free from any mishaps due to the non-functioning of mechanical contrivances, thus adding much to the efficiency of the power unit.

Wherever possible, put sweeping bends in the feed line in preference to elbows. It is good practice to make the vertical part of the feed line as shown at D as short as possible, not only to prevent clogging, but stoppage at the elbow at D.

Needless to state, a strainer should be incorporated in the line even if there is one in the carburetor. Its position should be immediately after the shutoff in the engine end of the line. A shutoff at the tank end of the line, while not absolutely necessary, makes for ease in repairing any damage that may occur to the feed line between the tank and the carburetor, as well as the putting in of a new feed line.

If vertical drops in the line are to be avoided, horizontal bends and elbows are tabooed. Due to the fact that the rolling motion of a boat is more often the case

than pitching, sediment is apt to be forced into horizontal bends and elbows with little hope of it extricating itself.

Feed lines should not be fastened firmly to the hull or to floor timbers. Pipe clips made of heavy leather straps or blocks of wood with holes 1/8 inch bigger than the diameter of the feed pipe will allow the pulsations of the motor to pass along the line unrestricted, with consequent ease on the connections. The practice of bending a wire nail, or the use of wire staples as supports along the feed line produces rattles, squeaks or too much rigidity.

An efficient low gas alarm can be constructed with a 1/2-inch glass tube, sustaining a cork float and actuating a mercury switch, the general and detail views being shown in the illustration.

The detail of the mercury switch shows the ease with which it can be constructed.

It is simply a block of wood with two holes bored in it to act as containers for the mercury, contact being made with two screws and copper lugs. Unlike a mechanical switch, the mercury presents a bright surface at all times and one that responds to the slightest touch of the forked wire that drops into the mercury when the gas level falls.

Besides being a low gas alarm, it is a constant gauge of the contents of the tank. Arbitrary marks along the glass tube will show at all times the amount of gas in the tank.

Another type of alarm is shown in Figs. 1 and 2, Fig. 2 being the detail of Fig. 1. It is simply a gas gauge of a well known automobile incorporated in the tank, the glass top of the gauge being removed and an extension soldered to the indicating arrow in order to bring the points of contact (the brass nails) out of the gas tank compartment, thus eliminating the danger from explosion.—J. E. M., Norwich, Conn.

Rules for the Prize Contest

READERS are urged to consider the above questions for the December issue, and send answers to them to the Editor, *MoToR BoatinG*, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before October 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before October 10. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the question above, any article or articles sold by an advertiser advertising in the current issue of *MoToR BoatinG* of which the advertised price does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR BoatinG* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

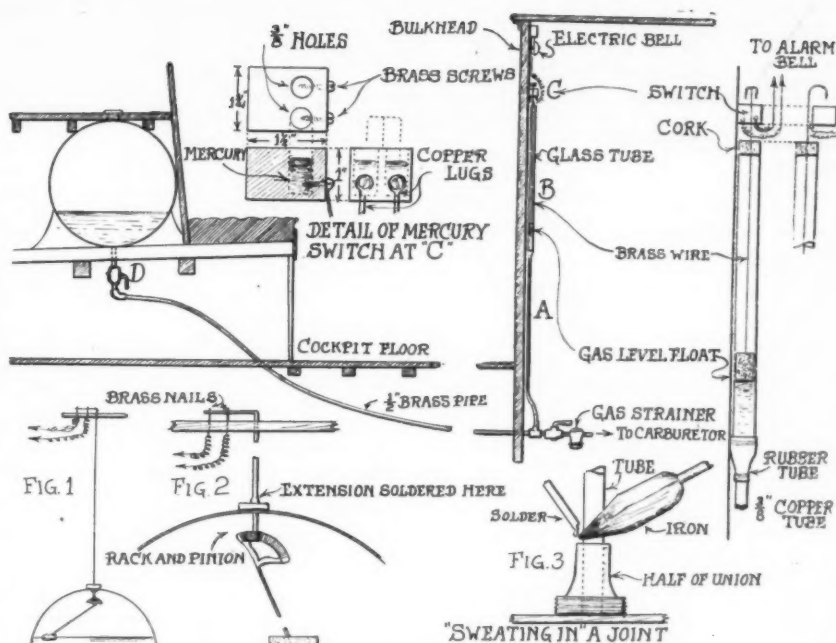
All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

Trouble Free Gasoline Lines

IN the consideration of gasoline systems, the tank itself should be constructed most carefully. For material, a heavy gauge copper is admittedly best, although a well made galvanized iron tank will give years of untroubled service. Form is immaterial, but it will be found that the angularly constructed tanks invariably permit greater

storage for a given space than will the cylindrical types. Every tank should be provided with baffle plates spaced from twelve to fifteen inches throughout the length of the tank. Each compartment should be provided with at least a four-inch hand-hole to facilitate cleaning. Tanks should be well fastened and supported by braces. Iron straps around the tanks and fastened to the frame and carlins are ideal but should be wrapped with several layers of cloth or tape and shellaced or varnished before fastening in place. This forestalls any possibility of wear on the tank when the boat is working in a sea.

Piping as installed in most boats is entirely too small. Brass pipe (not tubing) of the 3/8-inch size is ideal, but should be fitted up exclusively with standard brass pipe fittings, eliminating entirely the use of the so-called solderless joints excepting right at the carburetor, where a short piece of copper tubing is necessary in making a spring joint between gas line and carburetor. In cutting threads, the die should be set to cut slightly loose. Threads of both the pipe and fitting should then be tinned, using a blow torch to get the required heat. The fittings are then screwed in place and then sweated by reheating with the torch. An asbestos pad will probably



Gasoline piping arrangements suggested by J. E. M., showing arrangement of a low gas alarm

either just ahead of or after the sediment trap, and another total shutoff for all tanks at the carburetor.

Provide a small drip pan beneath the carburetor and cultivate the habit of stopping the motor by shutting off the gas when the motor is to lay idle. The carburetor is thus drained and there is less chance of fire from possible backfire when the motor is again started. The sediment trap is entirely practical and needs no strainer. The writer knows of one which has been in service fourteen years, during which time the boat has never been stalled by plugged gas line or water in the gas.

A simple gas alarm may be made in any tank by a flange plugged with a pipe cap into which is screwed a rod, rigidly fastened to a clapper bell and adjusted to the desired alarm level. When the gas is above this level the bell would be damped and, therefore, quiet. This device is only practical on boats up to about thirty feet.

The fact should be emphasized that all overflow pipes should be carried outboard and any gas tank breather openings should be either outboard or above deck, as this eliminates any possibility of gas being freed in the boat due to rolling or temperature changes.

S. C. W., Cleveland, O.

Towing In Heavy Weather

How to Get Lines Aboard a Disabled Craft and Some Suggestions for Handling Both Vessels to the Best Advantage

Answers to the Following Question Published in the August Issue

"Explain a practical method of getting a line aboard a disabled boat in heavy weather and towing it to port."

Heavy Boats Most Suitable for Towing

(The Prize Winning Answer)

MOST motor boats are not suitable for heavy weather towing purposes, due to one or more of the following reasons: insufficient power, too much power (inability to go slow enough), inability to steer quickly, inability to hold the nose up in the wind when towing, and the insufficient strength, size and poor position of the cleats. For actual towing purposes a boat should be planned. Let us take a look at an Ameri-

can river towboat and observe the points which make it efficient. Ample and flexible power, great weight, depth of hull below the water in comparison to the amount of house and hull above water. The wind does not have the same effect as it would on the average motor boat which generally has a large amount of hull above water. Now observe the position of the towing bits. They are placed some distance forward of the propeller. This permits easy steering, which is especially required when heading up in the wind. In this respect the English towboats are better equipped. They have the bits placed

almost midship, which permits the greatest flexibility of control.

The poor position of the bitts or cleats on the motor boat may be overcome, to a slight extent, by having the cleats placed midships. The towline is then made fast with a bowline to a line secured to both cleats. See sketch.

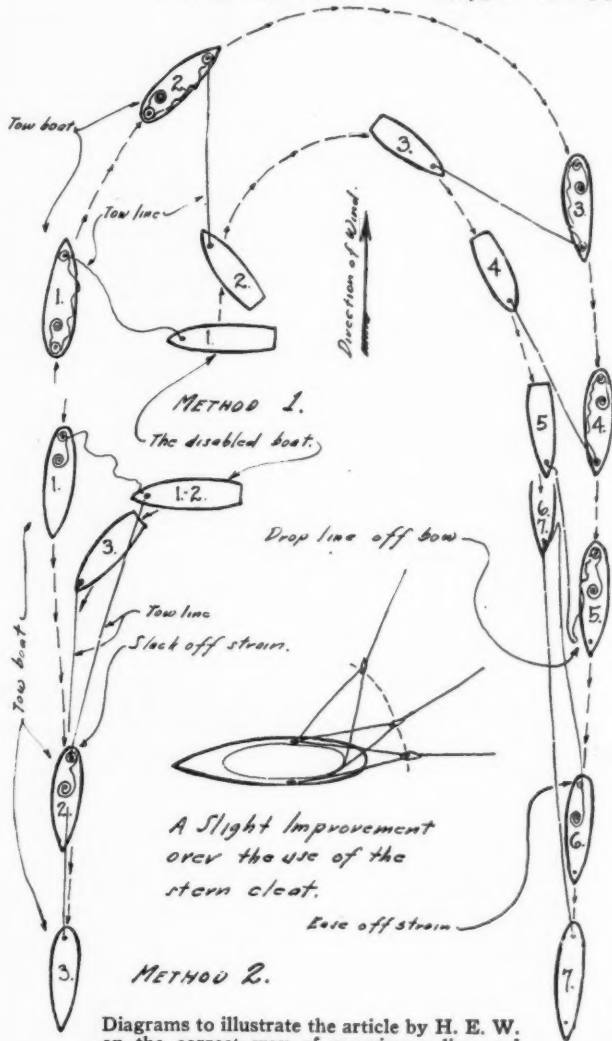
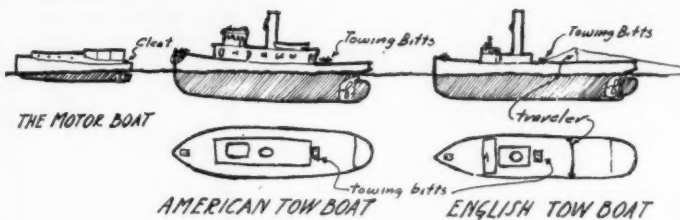
The method of getting a line aboard a disabled boat in heavy weather depends on the conditions existing at the time. If there is plenty of sea room the problem is not so bad. The disabled boat is probably drifting to leeward in the trough of the sea at a rate of about three miles. Get to the windward of the boat and run down to pass the bow. When near enough, stop so as to drift at the same rate of speed and the line can be easily passed and made fast. If it is necessary to tow against the wind, the line should be long enough to permit the towboat to head up in the wind before taking the strain of towing. If it is not possible to steer up in the wind, the following methods may be used:

1. With about 75 feet of line between the boats, a few turns around the bow cleat of the towboat, then led aft with a few turns around the stern cleat and the balance neatly coiled ready to let out, run down the wind to give headway and steerageway to the towed boat. Turn around up the wind, being careful so as not to get swung around too far; as soon as both boats are headed up-wind, quickly drop the line off the bow cleat; go ahead, full speed; ease off the strain on the stern cleat and keep going.

2. Run down the wind to the leeward of the boat; head up in the wind; slowly pass the bow; throw the end of the line with a lot of slack. As soon as the end is made fast, go ahead full speed. Ease off the line when the slack is taken up.

3. If, due to uncontrollable conditions, the above methods are impracticable, the towboat should anchor, after the line is passed, until both boats are headed up in the wind. Then go ahead; pull up the anchor and keep going.

4. If the disabled boat is anchored in shallow water or off a lee shore, anchor with lots of line, a safe distance ahead of the disabled boat; pass the line with a skiff if necessary; then proceed as in 3.



Diagrams to illustrate the article by H. E. W. on the correct way of securing a line and towing a disabled boat in bad weather

Work of this kind requires co-operation, nerve, caution and good judgment to prevent accident. In slacking off a line which has just taken a heavy strain care must be exercised so that the line will run freely without catching anyone's feet or fingers. Care should be taken to prevent the boats colliding and also to prevent fouling the propeller. The tow line should be both strong and long enough to resist and ease off heavy jerks.

When running before the wind the towed boat will occasionally run up on the tow line and fetch up with a jerk. The towed boat should be steered to relieve these shocks as much as possible and to avoid catching the line on the keel or skeg. In a recent yachting magazine there was an account of a sloop towing a small keel boat before the wind in a heavy sea. The line caught on the aft end of the keel and the boat was jerked right around. A. G. W., College Point, N. Y.

Towing a Disabled Boat

A BOAT out of control is, to say the least, very uncomfortable, if not dangerous. Well informed authorities do not agree upon the seriousness of the situation of a boat rolling broadside to the weather, but all will grant that the rolling is to be avoided. For all the boat lying broadside to the weather may not be in any immediate danger, she will drift much faster in this position and it is advisable to get out a sea anchor or drag of some sort to hold the bow into the weather, and retard the drift while waiting for repairs or some kind brother to come along and offer assistance. Remember that we are all members of that great boating fraternity, although we may fly different flags and hail from many parts of the country. It is part of your obligation to the fraternity to help a brother in distress and the brother is obligated to return the favor, perhaps never to his Good Samaritan, but to another brother in the position from which he was helped.

When the weather is smooth, passing a towline and towing in another boat is a simple matter, but when it blows, the ordinarily simple procedure may become very

(Continued on page 118)

On to FLORIDA

Up-to-Date Information on the Inland Route From New York to the Southward

By Francis Pembroke

THE purposes of this article are twofold: To rob the trip of its errors, and to provide a bit of intimate information for the yachtsman undertaking this adventure for the first time.

There is no motor boat too small to safely undertake the cruise, in favorable weather, free from pressure of time. A seaworthy yacht of forty-five feet or so may press through in about twenty days from New York to Miami. Four feet draft is the absolute limit for the inland route. Boats with a keel deep enough to strike before the propeller hits, may proceed regardless, as the bottom is soft almost without exception. Those with blades that reach below the keel must navigate with greater caution in order to avoid broken shafts or bent wheels. Yachts that have a heavy guard, protected with metal, need very little in the way of fenders. Others should have fenders always ready, on both sides, when passing through the canals. Old automobile shoes are effective, if ugly, and save a lot of grief and gouged paint.

If you are coming from a point east of New York, a very convenient place to tie up is at the New York Yacht Club dock in the East River at the foot of 26th Street. Late in the fall there is no congestion at that point, yachts from recognized clubs are made welcome, and as a gasoline boat usually ties up there every night, fuel is obtainable readily and at a reasonable price.

The controlling date of departure is the time of closing of the Delaware and Raritan Canal. This occurs around December 20, or any other time they feel like doing it, but unless your boat is equipped with some means of heating, my advice is to leave by the middle of November anyway, or you will suffer painfully from the cold. The Raritan Canal is owned by a railroad company, was originally purchased, doubtless, during those good old days when the railroads were trying to stifle waterborne commerce, and is now a white elephant on their hands. Whereas the tolls are reasonable, as compared with those of the Cape Cod Canal, it is operated in a most lacadaisical manner and no effort is made to encourage the customers. The naturally good-natured tenders open the locks and bridges promptly. The others do not. At one of the highway bridges, the drawtender was suffering from some kind of complex whereby he kept us backing and filling for some twenty minutes before he would even stop reading his newspaper. At another, several of us had to disembark and open the draw, painfully, by hand, as the engine refused to work, and at the railroad bridge in Trenton, which we reached after dark, it was too cold for the tender to come out, or he had to have a permit from the president of the railroad, or something like

that, as he held us up over half an hour and then profanely attended to our wants.

When you approach a higher level lock, it is well to stand off at least a hundred yards from the gate, as otherwise the swirl of outrushing water will throw bow or stern onto the rip-rap. In the locks it is hardly necessary to tie up, as the boat may be held in position by the motor, better than by rapidly lengthening or shortening lines, as the water level changes. There is a speed limit in this canal that does not mean anything, from the fact that the water is so shoal that you make only about five miles an hour whether your throttle is wide open or way down. Thus neither you, nor your motor, will suffer so much if you assume a philosophical attitude and take it easy, allowing two days to make the run from New York to the Delaware River.

Trenton offers the best place to tie up for the night. At other points the canal has mostly rip-rap banks. The best refuge for the second night is at the Corinthian Yacht Club at Essington, about an hour's run below Philadelphia. They have an excellent basin at that point, but supplies had best be taken aboard at one of the docks in the city.

The Delaware and Chesapeake Canal is in pleasing contrast to the Raritan. It is government owned, there are no tolls, few locks and bridges, ample depth and prompt service. There is an absolute speed limit, however, and if you arrive at the far end within three hours of the start, they will simply not let you out, but they may ball you out. The best place to tie up for the

third night is at the dock of the Southern Transportation Company, a half mile below the canal, where fresh water of good quality may be obtained at a fair price. Baltimore is forty-six miles (nautical) from here and is somewhat off the course, but it is a good place to stock up with supplies and you are assured of a very cordial reception at the Maryland Yacht Club.

From Baltimore it is about 170 miles to Norfolk. Chesapeake Bay is notorious for the type of sea that throws a motor boat around in exciting style, but there are innumerable harbors and the run may be broken up into two long ones or three easy ones. Norfolk is the best supply point on the cruise. There are two gasoline barges at anchor in the harbor. We paid 15 cents a gallon against prices elsewhere that ranged up to 24 cents. There is a fine basin, with many wharves convenient to the city that may be reached through a drawbridge on the easterly side of the harbor about two miles from the entrance, where southbound yachts are found.

Of the two optional routes from Norfolk, the Chesapeake and Albemarle Canal is by far the better. You must stop at the entrance and give

(Continued on page 116)

To Florida in Twenty Days

Days from New York	From and To	Day's Run, Miles	Miles from New York
1	New York, N. Y., to New Brunswick, N. J.	33	33
2	New Brunswick to Bordentown, N. J.	45	78
3	Bordentown, N. J., to Chesapeake City, Md.	83	161
4	Chesapeake City to Annapolis, Md.	57	218
5	Annapolis to Norfolk, Va.	155	373
6	Norfolk to Coanock, N. C.	50	423
7	Coanock to Beaufort, N. C.	142	565
8-9	Beaufort to Charleston, S. C.	240	805
10	Charleston to Ashepoo River, S. C.	58	863
11	Ashepoo River to Thunderbolt, Ga.	78	941
12	Thunderbolt to Doboy Sound, Ga.	67	1008
13	Doboy Sound to Mayport, Fla.	92	1100
14	Side Trip to Jacksonville, Fla.	52	1152
15	Mayport to St. Augustine, Fla.	39	1191
16	St. Augustine to New Smyrna, Fla.	69	1260
17	New Smyrna to Cocoa Rockledge, Fla.	65	1325
18	Cocoa Rockledge to Fort Pierce, Fla.	89	1394
19	Fort Pierce to Palm Beach, Fla.	56	1450
20	Palm Beach to Miami, Fla.	74	1524

The chart numbers which follow are essential on the trip to Florida. These can be obtained from any of the agencies of the Coast and Geodetic Survey and no boat should undertake the trip without the full set. In addition, the Inside Route Pilot and new inside charts from Norfolk to Key West, Nos. 3252 to 3261, inclusive, can also be secured at the same agencies.

1108, 1109, 1110, 1111, 1112, 369, 375, 296, 295, 294, 1218, 1228, 1225, 77, 78, 1224, 1223, 1222, 549, 548, 539, 557, 534, 494, 490, 461, 1227, 407, 1228, 1229, 1231, 1232, 1233, 1234, 429, 421, 147, 148, 150, 151, 152, 428, 153, 154, 431, 155, 435, 437, 571, 440, 441, 443, 444, 446, 447, 448, 453, 156, 157, 158, 577, 159, 160, 161, 162, 163, 164, 165, 166, 167, 455b, 455c, 455d, 506, 509, 458.

YARD and SHOP

Notes of Interest to Both Owner and Manufacturer

MoToR BoatinG,
119 West 40th Street,
New York, N. Y.

Gentlemen:

A LITTLE PRAISE FOR THE REGATTA COMMITTEE

Everyone should get his dues. The writer, who has seen many races for the past twenty-five years, wishes to express his admiration for the Committee in charge of the Gold Cup Races. In all the races he has seen, there was never one so smoothly run nor so scientifically arranged. Also, the crowd moving to and from the Grand Stand was handled admirably, without one bit of commotion or a single mishap.

The writer considers that the Committee should be given a vote of thanks, through your paper, for the courtesy shown by those in charge.

Yours very truly,

H. Blossay

In the editor's mail

Seasickness Banished

One of the most distressing features about motor-boating is the fact that the ocean very frequently becomes unnecessarily active, with the painful result that many persons are made violently ill and uncomfortable. There is no more reason why this should occur, since a remedy is available. A new product developed during the war, for the use of airmen who suffered from nausea due to the motion of the planes, is now available also for the relief of seasickness. Seoxyl is a preparation which has been tried by many people under adverse conditions, and has always been found to be of relief. During the recent Gold Cup Regatta, where the boats were anchored for long periods, and were subjected to a continuous slight roll, a condition which affects many people more than the motion while underway, Seoxyl used by numerous visitors to the races succeeded in banishing all traces of discomfort, and permitted undisturbed attention to the regatta. In order to bring Seoxyl to the direct attention of readers of MoToR BoatinG, arrangement has been made with the producers to supply generous samples to all who inquire and seek relief from seasickness. It is merely necessary to write to MoToR BoatinG, 119 West 40th Street, New York, N. Y., and request a sample of Seoxyl, which will then be promptly forwarded.

Old Glory Corner Moves

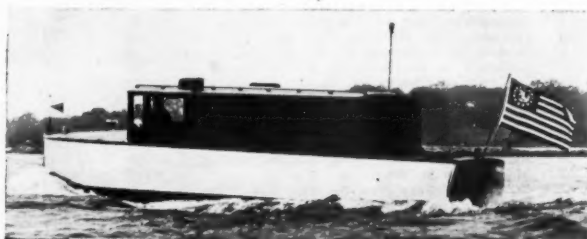
For many years, in fact, since most New Yorkers can remember, Annin & Co. have occupied the prominent corner of Fulton and Williams Streets, in New York, and, due to their conspicuous display of flags, the corner has long been known as the Old Glory Corner. The needs of the business have outgrown the available space at this location, and the company is about to move to a new corner at Fifth Avenue and Sixteenth Street. Here they will have an entire building of thirteen stories, which

which tie the top and bottom together. The wick used with this lamp is chemically treated, and will not burn. It will last for at least eighteen months without requiring renewal. No tools are necessary to service the lamp, and after being lighted it can be allowed to burn without further attention for a full month. A feature is the unusually heavy lens casting, especially made for these lamps. It will average $\frac{3}{4}$ of an inch in thickness, and has in addition an inner globe of $\frac{1}{8}$ inch Prex glass. This lamp is particularly suitable for marking channels, obstructions, dock ends, mooring piles, and similar objects. It also makes a very desirable anchor light, where it is necessary to leave a vessel unattended for a long period at a time. Other forms of this lamp, designed for railroad, traffic signals, and other purposes, are also made, and are equally effective wherever used.

will give them the necessary room for the expansion and growth of the business.

Second Story Boat

Our unusual illustration shows the difficulties which boat builders are subject to when they undertake the construction of a boat. Furness Boats, at Sea Bright, N. J., started the construction of a 40-foot bridge deck cruiser for Cheston Simmons, of Rumson, N. J. Owing to the fact that the main floor of their shops was entirely occupied by boats in construction, it was decided to build this boat on the second floor of the building. On completion it was necessary to remove the boat.



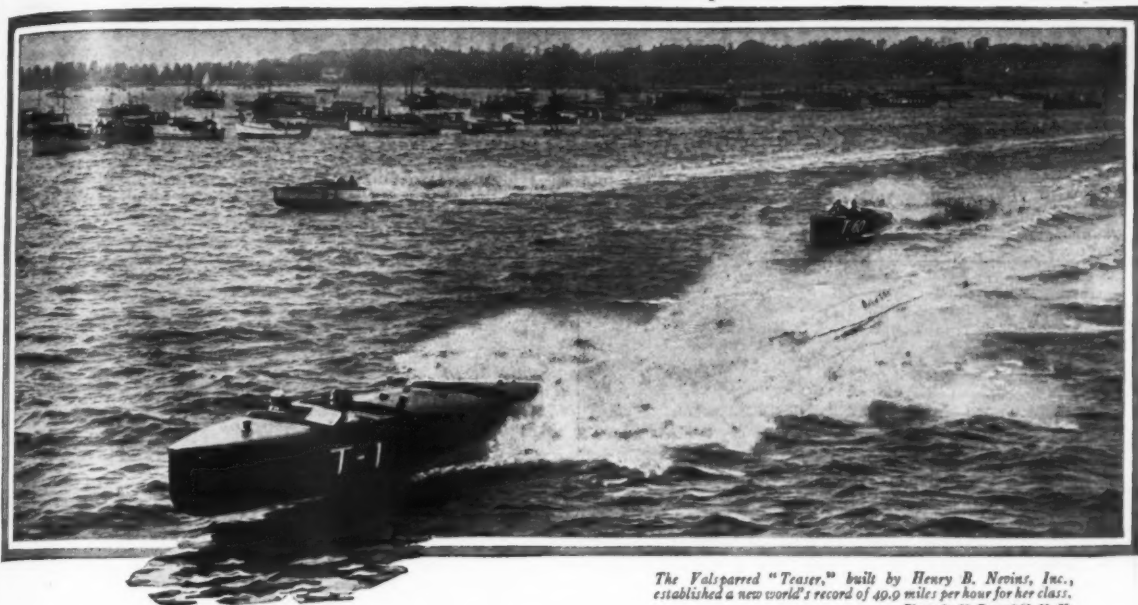
A 36-foot Sedan runabout, owned by E. A. Hill of New York, and driven with a MHU Stearns engine. Speed, 12 miles

A Remarkable Lamp

Remarkable life and continuous burning are claimed for a new marine lamp which is being built by the Todd Shipyards Corporation, through the Tietjen & Lang Dry Dock Company. This lamp is made in two styles, one for salt water, entirely of brass, and the other in lead-covered iron, with a baked, painted finish. The lamps are wind, spray, and insect-proof, and will stand shock and rolling. The oil font is unusually large, so that the lamp needs refilling only once in thirty days. The oil is prevented from splashing in the oil tank by vertical baffel plates,



The marvelous display of trophies in Ovington's window, Fifth Avenue, New York, for the Gold Cup Regatta



The Valsparred "Teaser," built by Henry B. Nevins, Inc., established a new world's record of 49.9 miles per hour for her class. Photos by M. Rosenfeld, N. Y.

Winners at Manhasset Bay!

Excitement aplenty at the Gold Cup Regatta, where *Baby Bootlegger* walked off with the two most coveted prizes—the Gold Cup itself and the Dodge Memorial Trophy.

Three times the champion covered a thirty-mile course on August 29th. Four times she sped around a twelve-mile circuit the following afternoon—fighting her way during the last heat against smoke-laden, southwest winds and a head sea—without a single mishap.

So faultless was *Baby Bootlegger's* piloting and so consistently smooth her action that, to the watching thousands

who lined the mile-and-a-half straight away, her performance both days was truly remarkable—a striking demonstration of supreme "quality."

"Quality" scored again when *Teaser*—a larger type of boat—set a new world's record of 49.7 miles per hour on the first day; and topped it, the next afternoon by winning the 105 mile International Race with an average speed of 49.9!

In construction and finish "quality" counts! That is the reason why *Baby Bootlegger* and *Teaser*, like the great majority of champions, are Valsparred throughout.

"Baby Bootlegger" pushed her nose well ahead of all competitors and won the Gold Cup for the second time. Built by Henry B. Nevins, Inc., she was Valsparred, of course!



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460 Fourth Ave., New York

M. B. 10-25

I enclose dealer's name and stamps—20c for each 40c sample can checked at right. (Only one sample of each product supplied at this special price. Write plainly.)
Valspar Instruction Book with Color Charts, 15c extra.

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- Gold Paint . . . ☐
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- Yacht Black . . . ☐
- Valspar-Enamel ☐
- Choose 1 Color . . . ☐
- Valspar-Stain . . . ☐
- Choose 1 Color . . . ☐
- Valspar Book ☐

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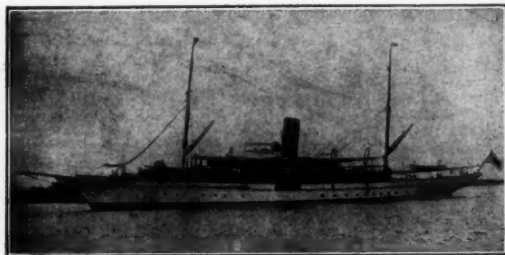
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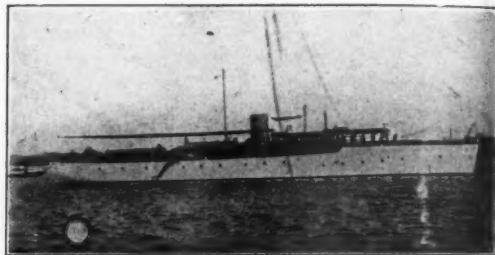
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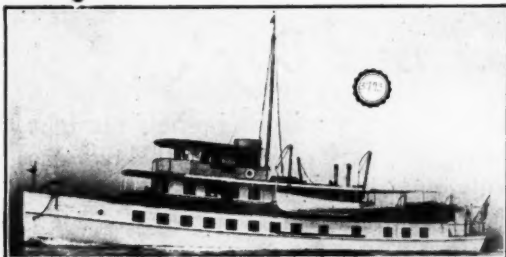
On this page are shown a few representative yachts selected from our large lists. Should none appeal kindly acquaint us with your requirements. Full information regarding costs to build, purchase or charter yachts of all types gladly furnished.



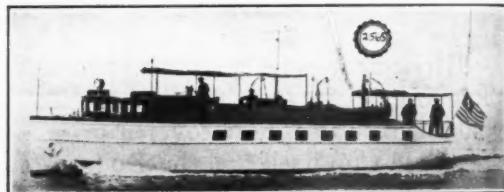
No. 341—FOR SALE OR CHARTER—Large, seagoing steam yacht. Palatial accommodation. Unusual opportunity. Several similar larger and smaller available craft. Cox & Stevens, 25 Broadway, New York.



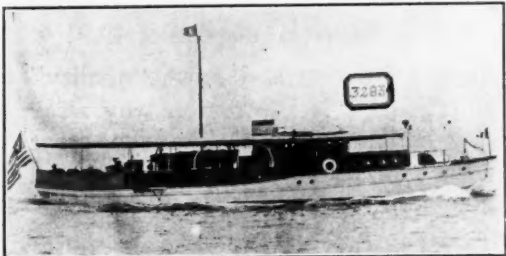
No. 335—FOR SALE OR CHARTER—Fast, steel, twin screw, cruising power yacht, approximately 120 ft. in length. Speed up to 16-17 miles; Winton Motors. Unusually large accommodation, including deck dining saloon, three staterooms, bath and two toilets. Handsomely finished and furnished. COX & STEVENS, 25 Broadway, New York



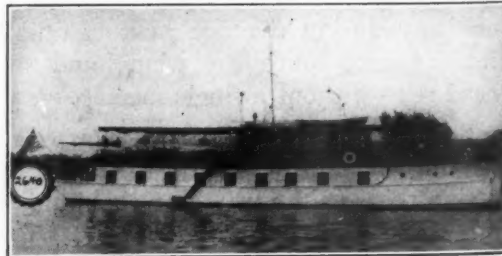
No. 3793—FOR CHARTER—Commodious twin-screw motor houseboat; 100x22x4 ft. Speed, 11-12 miles; two 6 cyl. 125-150 H.P. Winton gasoline motors, new 1923. Splendid accommodations, includes double and single stateroom and living room in deckhouse; five staterooms and three baths below forward; dining saloon amidships. All conveniences. Cox & Stevens, 25 Broadway, New York, N. Y.



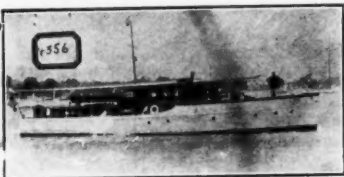
No. 2565—For Sale—Semi-houseboat type twin screw cruiser; 65x16x3 ft. Speed 11 miles; motors new this Summer. Saloon, two staterooms, bathrooms, etc. In Commission. Owner will accept low figure for quick sale. Cox & Stevens, 25 Broadway, New York.



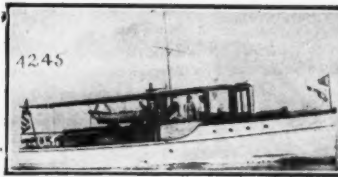
No. 3283—FOR SALE—Desirable twin-screw cruising power yacht, 75'x16.3'x3.7' draft. Speed up to fourteen miles; two 6-cylinder, 70 H.P. Twentieth Century motors. Dining saloon in deckhouse forward, aft three double staterooms, each with separate toilet room; also additional bathroom. Adaptable for cruising both northern and southern waters. Further particulars, price, etc., from Cox & Stevens, 25 Broadway, New York.



No. 2640—FOR SALE OR CHARTER—Modern twin-screw 80-ft. Mathis motor houseboat. Speed up to 12 miles; two 6-cylinder Standard motors. Deck dining saloon; below forward two double and two single staterooms; lobby containing transom, two baths and toilet room. Excellent condition. Cox & Stevens, 25 Broadway, New York.



No. 4356—FOR SALE—Modern 65-ft. Matthews, twin-screw semi-houseboat cruiser. Deckhouse in mahogany. Forward dining saloon, two double staterooms, bathroom and two toilets. All conveniences. Speed, 12 miles; two 60 H.P. Standard engines. Inspectable Great Lakes. Cox & Stevens, 25 Broadway, New York.



No. 4245—FOR SALE—Attractive 48-ft. bridge deck cruiser. Recent build. Speed, 10 miles; 40-60 H.P. motor. Saloon with three berths, double stateroom, 2 toilet rooms. Cox & Stevens, 25 Broadway, New York, N. Y.



No. 4393—For Sale—High speed 90 ft. twin-screw cruiser. Speed up to 30 miles; two 6 cyl. 200 H.P. Sterling motors. Hull double planked mahogany. Stateroom, saloon, toilet room, etc. Cox & Stevens, 25 Broadway, New York.

PLANS, PHOTOGRAPHS AND PRICES ON REQUEST

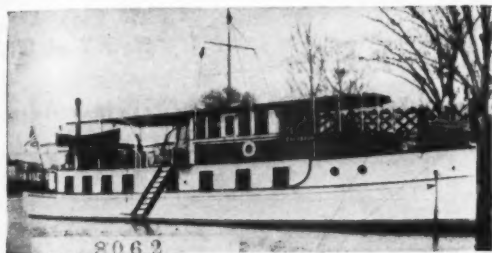
NAVAL ARCHITECTS
ENGINEERS
YACHT BROKERS
MARINE INSURANCE

HENRY J. GIELOW, Inc. 25 West 43rd STREET, NEW YORK

Tel.: Murray Hill 8134
Cable Address:
Crogia, New York
A.B.C. Code

Plans and specifications for new yachts of any size or type should be prepared now to assure delivery for next year. Have plans of new yachts, all types, on file now.

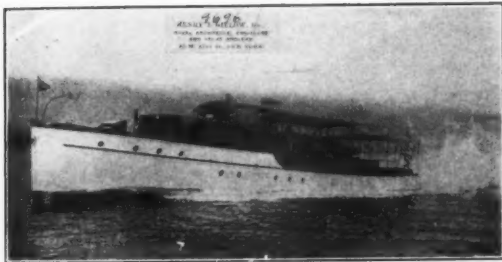
We have a most complete and up-to-date list of steam and motor yachts of all sizes, sail, auxiliary, and houseboats, on file in our office, kept constantly up-to-date by thorough and comprehensive canvass of the entire yachting field from time to time. We are in a position to submit full information on any type of boat upon request.



No. 8062—For Sale—Bargain. Mathis houseboat in commission 70'x16'x2'6", two Sterling motors, 10-11 miles. Refurnished and overhauled 1925. One double, two single rooms each with upper berth, sleeps 6-8. Bath. Fully equipped including launch tender. Ten foot saloon and deck saloon. Henry J. Gielow, Inc., 25 W. 43d St.



No. 9425—For Sale—Handsome new 84-foot houseboat offered, as owner building new larger boat. Last word in build, finish, appointments, very complete. Twin 6 Speedway motors give twelve miles. Three double, single, and maid's room, three baths, crew bath. Deck house, 25 feet. Opportunity get new highest class craft. Henry J. Gielow, Inc., 25 W. 43d St.



No. 9696—For Sale—Handsome, fast, twin-screw, Speedway motor yacht, desirable for Florida, 85'x15'x3'9"; speed, 16-18 miles. Four staterooms, two baths, deck dining saloon. Built 1924, finest finish and appointments. Enclosed bridge deck. Consistent fast cruiser, good sea boat. Seen New York. Henry J. Gielow, Inc., 25 W. 43d St.



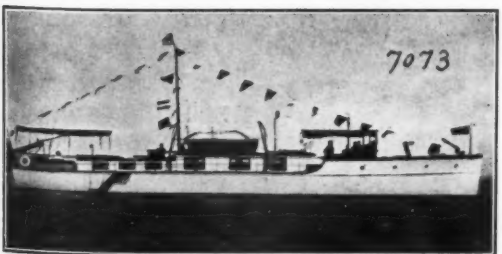
No. 8310—For Sale—Most desirable houseboat of size. Exceptional accommodations, double and single stateroom and saloon; sleeps 4-5; also deck saloon and bath. 45'x13'3"x3", strong construction, good finish. Good crew quarters and galley. Hot water, screens, complete equipment, Delco plant. Sixty H.P. motor, actual speed 9 miles. Immediate delivery.



No. 9414—For Sale—57-foot houseboat, new 1925, offered, as owner building larger of same type. All ready for Florida, fully furnished and equipped. Standard motor, speed actual ten miles, draught 3'6", able and economical. Three staterooms, saloon sleep seven. Bath, 3 toilets. Splendid family boat, with every comfort and convenience. Henry J. Gielow, Inc., 25 W. 43d St.



No. 7737—For Sale—In commission New York. Handsome, fast cruiser, good beam, light draught for Florida. Modern every detail and complete. Twin Speedway motors; speed, 16-20 miles. Three staterooms, deck saloons, hot water heated. All finest condition. Henry J. Gielow, Inc., 25 W. 43d St.



No. 7073—For Sale—In commission, reasonable price. 74'x14'x3'9", two 6-cyl. Speedway motors, 15-16 knots. Built by Lawley best manner. Three single rooms, bath, splendid light and ventilation, desirable for North and South. Completely appointed, fine condition. Opportunity. Henry J. Gielow, Inc., 25 W. 43d St.



No. 7584—For Charter—In commission New York, may sell also, as owner going abroad. 100'x17'x5', has largest accommodations any yacht of size. Double and single stateroom and bath forward; saloon, three single rooms and bath aft. Sleeps total 9-11. Two 6-cylinder 20th Century motors, new 1923. All new furnishings. Very able, large deck room and complete all details. Deck galley. Speed, 12-15 miles, and economical with six crew.

TAMS & KING

FORMERLY TAMS, LEMOINE & CRANE

NAVAL ARCHITECTS

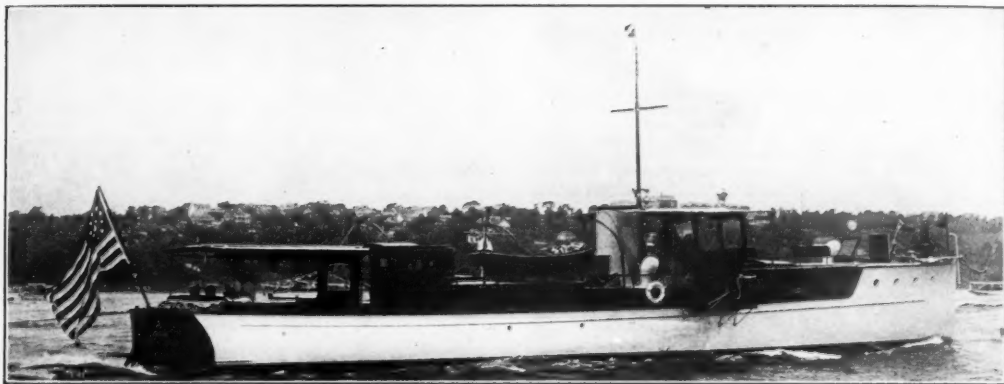
—AND—

YACHT BROKERS

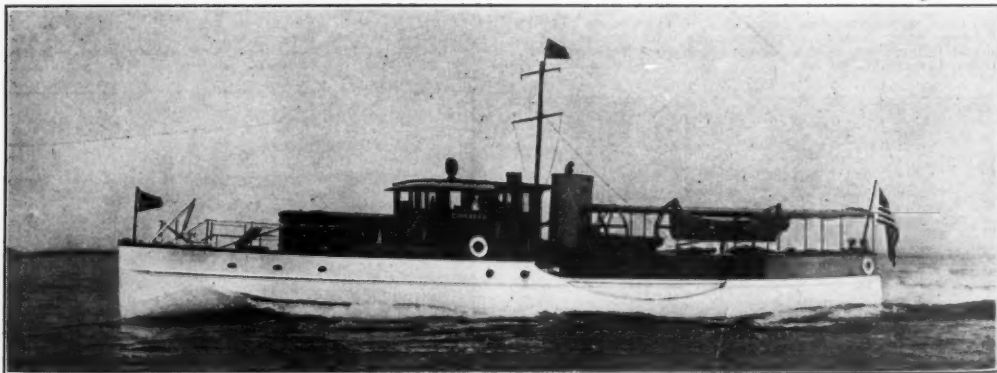
Tel. Murray Hill 6656

250 Park Ave.,
New York City

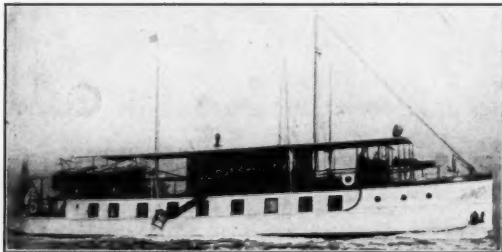
OFFER ALL OF THE DESIRABLE YACHTS AVAILABLE FOR SALE AND CHARTER, SOME OF WHICH ARE ILLUSTRATED BELOW



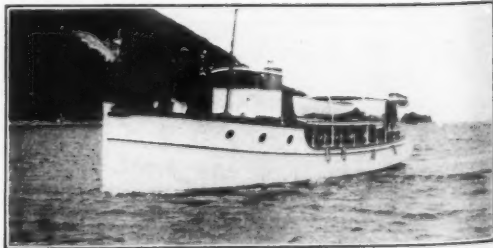
No. 8912—For Sale—Fast cruising motor yacht 76'6" overall, 13' beam and 3'6" draft—Built 1916—2—350 H.P. Liberty motors installed fall 1924, speed 18 miles—Large double stateroom and dining saloon. Owner building larger yacht.



No. 7973. For sale. This attractive twin-screw motor yacht, one of the smartest and roomiest boats of her size. In perfect condition, two double staterooms, bathroom and large dining saloon. Inspectable in New York.



No. 1912. For Charter. This commodious 77' houseboat; speed 10 miles. Has 4 staterooms, 2 baths, dining saloon and deck sitting room.



No. 8205. For sale—this attractive 50' raised deck cruiser with twin-screw motors of 50 H.P. each. Cabin with 4 berths, toilet, galley and crew's quarters for 2. Has separate lighting plant and over 6 feet headroom throughout.

R. M. HADDOCK

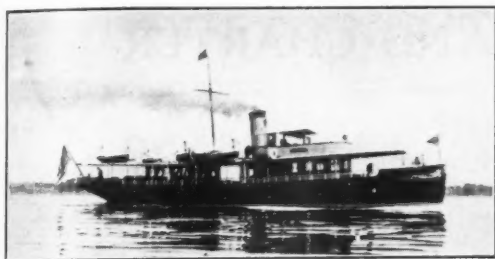
NAVAL ARCHITECT

MARINE INSURANCE

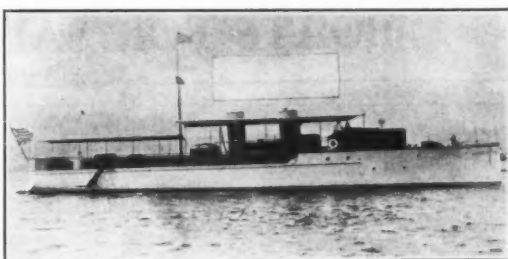
YACHT BROKER

59 EAST 42nd STREET, NEW YORK CITY

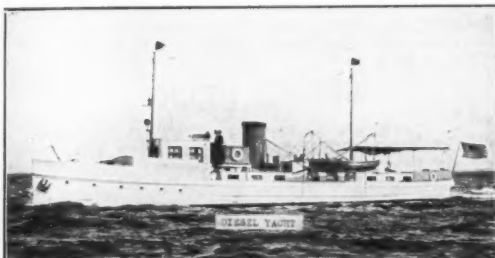
TELEPHONE, VANDERBILT 10499



No. 167—For Sale at a bargain figure. Twin-screw steam yacht. 108'x19'x5'6" draft. Now in commission. Accommodation consists of two double, two single staterooms, two complete bath rooms, large deck dining saloon and also after lounging room. Exceptional amount of deck space; could be used as a home in the South this winter. For further particulars, etc., consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 3145—For Sale—Twin-screw motor yacht, 96'x18'x4'6" draft. Two double and one single staterooms, and two complete baths. Two 90 H.P. Standard Motors, speed up to 13 M.P.H. A very modern, up-to-date yacht, suitable for Florida. For further particulars, apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 3017—For Sale—Diesel Motor Yacht, 77'x14'x6' draft—cruising radius 1600 miles at 10 knots. Two double staterooms and saloon. Deckhouse. Can be operated at one-half the cost of gas driven vessel same size. All motor controls on the bridge. For further particulars apply to R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

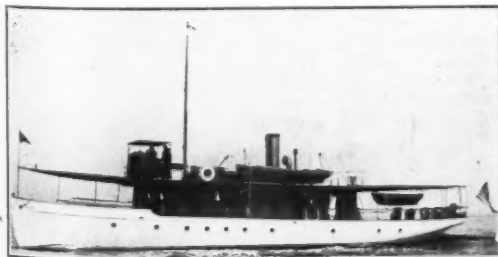


No. 3258—For Sale—Twin-screw motor yacht, 70'x14'x3'6" draft. New 1924. Two Speedway motors, speed up to 18 M.P.H. Accommodations consist of two double staterooms, bath room, large dining saloon forward; one of the finest yachts of her type available. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

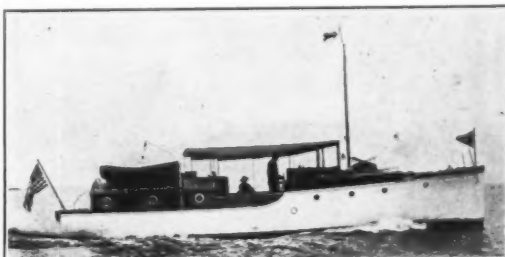
WANTED NEW LISTINGS

With the approaching Fall Season, there is an increasing demand for power and sail boats of all sizes and types. We desire to have at all times a complete list of the yachts that are for sale or charter, and if you own a boat that you wish to either sell, charter or trade, please send us full particulars, including a good photograph, and we will be glad to assist you in disposing of the boat. We handle yachts from the smallest to the largest and make no charge for listing, other than the regular broker's commission of 7% on the sale price accepted, which is only payable to us in the event of our producing the purchaser.

Should you be in the market to purchase or charter a yacht, now is the time to make inquiry, especially so if you contemplate using a boat in the South this winter. A letter from you outlining your requirements will bring a complete list of all offerings that we think suitable, without any obligation to you.



No. 2013—For Sale or Charter—Herreshoff steam houseboat, 99'x16'x6' draft. Three double and one single staterooms, one bath, two toilets. Triple expansion engine, new October, 1924. Very economical yacht to operate. A good sea boat. Inspection invited. For further particulars, etc., apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 494—For Sale—Bridge deck cruiser, 44'x11'x2'6" draft. Sleeping accommodations for four persons; 4-cylinder, 60-80 H.P. Buffalo motor, speed up to 13 M.P.H. A very desirable boat for Southern waters. For further particulars, etc., apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

YACHTMEN'S SERVICE AGENCY

1233 Real Estate Trust Building, Philadelphia, Pa.

Phone: Walnut 4830

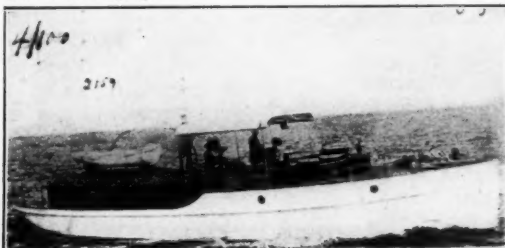
BOATS FOR SALE AND CHARTER



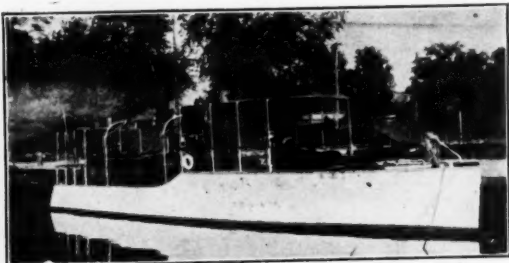
FOR SALE—54' x 11' x 3'4" Great Lakes Express Cruiser. Has two 225 H.P. each, 6 cylinder Sterling engines. One of the most popular cruisers built. Accommodations for a party of six or eight and a crew of two. Speed 25 to 27 miles an hour. Large roomy cockpit is feature of boat. For further particulars write Yachtmen's Service Agency.



FOR SALE—49'11" x 11' x 3' Bridge Deck Cruiser. Has 150, 6 cylinder Speedway engine. Equipped and fitted with the very best of material. Forward cabin with transom seats and upper berths, drawers under. After cabin with four Pullman berths full size; the arrangement is most excellent for a family cruiser; galley connecting to forward cabin, toilet and washroom connecting with each cabin, large locker. Spacious bridge deck and after deck. For further particulars write Yachtmen's Service Agency.



FOR SALE—54' x 11' x 3' Bridge Deck Cruiser. Has two 28-36 H.P. 4 cylinder Redwing motors. Extra heavily constructed boat. In good condition and well arranged and equipped. Has two double staterooms with toilet and bath, crew's quarters engine room, galley and saloon with two transom berths. An ideal cruiser. For further particulars write Yachtmen's Service Agency.



FOR SALE—57' x 10'6" x 3'6" Bridge Deck Cruiser. Has 50-100 H.P. 6 cylinder Scripps engine. Saloon aft, convertible for sleeping quarters; has three transom large double staterooms in bow, with dresser, clothes-locker and toilet. Large and well arranged galley. Boat in first-class condition and fully equipped including new electric lighting plant. For further particulars write Yachtmen's Service Agency.

FALL LISTING HOUSEBOATS

120' x 22' x 3'6"	House Boat	(2) 220 H.P. Standards
96' x 22' x 3'4"	House Boat	(2) 100 H.P. Standards
85' x 17' x 3'6"	House Boat	50-54 H. P. Standard
65'5" x 14'11" x 4'6"	House Boat	32-35 H.P. Palmer
60' x 14' x 2'6"	House Boat	(2) 37 H.P. Standards
52' x 14' x 3'6"	House Boat	37 H.P. Standard
50' x 15' x 3'	House Boat	50 H. P. Clifton
45' x 13'3" x 3'	House Boat	66 H.P. Engine
49'11" x 13'7" x 3'	House Boat	50 H.P. Standard
50' x 14'6" x 3'	House Boat	40-50 H.P. 20th Century
45' x 12' x 3'6"	House Boat	40 H.P. Palmer
50' x 13'6" x 4'	House Boat	40-60 H.P. Buffalo
59'6" x 12'4" x 2'9"	Semi-House Boat	50 H.P. Harris

BRIDGE DECK

80' x 11'10" x 4'8"	Bridge Deck	(2) 160 H.P. Speedways
78' x 14' x 3'6"	Bridge Deck	(2) 50-54 H.P. Standards
65' x 14' x 4'7"	Bridge Deck	80 H.P. Winton
50' x 10' x 3'	Bridge Deck	(2) 16 H.P. Lathrops
58'6" x 12' x 4'	Enclosed Bridge	90 H.P. Murray & Treg.
52'9" x 9'6" x 3'3"	Bridge Deck	40 H.P. Lathrop
52'6" x 12' x 3'	Bridge Deck	(2) 35 H.P. DuPonts
52' x 11'3" x 3'	Bridge Deck	150 H.P. Speedway
51' x 10'3" x 4'3"	Bridge Deck	75-150 H.P. Speedway
47' x 11' x 4'	Enclosed Bridge	35 H.P. Palmer
45'6" x 11' x 2'10"	Bridge Deck	65 H.P. Van Blerck
43' x 10'6" x 3'6"	Bridge Deck	40 H.P. Vulcan
42'10 1/2" x 10' x 2'9"	V-Bottom	125 H.P. Van Blerck
40' x 9'6" x 2'8"	Enclosed Bridge	24 H.P. Palmer
38' x 10' x 3'3"	Bridge Deck	24 H.P. Palmer
38' x 9'8" x 3'	Enclosed Bridge	(2) 20 H.P. Engines
35'11" x 8'3" x 2'7"	Bridge Deck	20 H.P. Peerless
33' x 9'5" x 3'	Bridge Deck	40 H.P. Frisbie

RAISED DECK

33' x 10' x 2'6"	Raised Deck	40 H.P. Lathrop
45' x 6'6" x 3'4"	Raised Deck	37 H.P. Standard
43' x 10' x 3'6"	Raised Deck	37 H.P. Standard
40' x 10' x 3'6"	Raised Deck	40 H.P. 20th Century
40' x 8'9" x 3'9"	Raised Deck	60 H.P., 6 cyl. engine
40' x 12' x 3'	Raised Deck	30 H.P. Vulcan
38' x 11'6" x 3'6"	Flush Deck	40 H.P., 6 cyl. engine
37' x 10' x 3'8"	Raised Deck	40 H.P., 4 cyl. engine
36'7" x 10' x 3'6"	Raised Deck	25-40 H.P. Fay & Bowen

ELCOS

56'6" x 13'5" x 3'2 1/2"	Elco Cruiser	(2) 42 H.P. Elco Marines
50'10" x 10'4" x 3'5"	Elco Cruiser	80 H.P. Wisconsin
41'5" x 9'6" x 3' (2)	Elco Cruisers	42 H.P. J.V.B. motors
35'6" x 6" x 2'	Elco Day Cruiser	6 H.P. Sterling
32' x 8 1/2" x 2'9"	Elco Cruiser	45 H.P. W.S.M. Motor

AUXILIARIES

51' 9" x 12' 2" x 7'	Aux. Yawl	40 H.P. W.S.M.
40' x 12' 6" x 4'	Aux. Yawl	15 H.P. Scripps
40'10" x 14' x 5'6"	Aux. Schooner	12 H.P. Lathrop
40' x 10' x 3'	Bugeye Schooner	7 H.P. Regal
39' 6" x 13' x 3 1/2'	Aux. Sloop	16 H.P. Standard
38' 3" x 14' 3" x 4'4"	Aux. Yawl	30 H.P. Harris
32' x 9' 9" x 4'10"	Aux. Schooner	15-40 H.P. Scripps
32' x 10' x 4' 6"	Aux. Sloop	10 H.P. Palmer
31'10" x 11' 6" x 5'	Aux. Cat Ketch	7 H.P. Frisbie

YACHTMEN'S SERVICE AGENCY

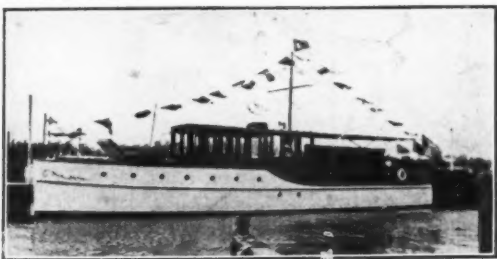
1233 Real Estate Trust Building, Philadelphia, Pa.

Phone: Walnut 4830

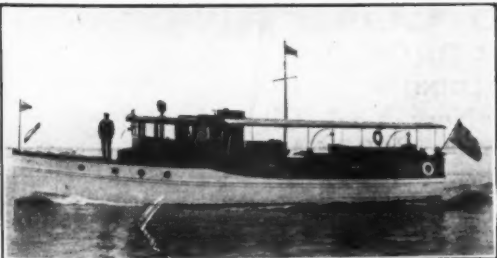
BOATS FOR SALE AND CHARTER



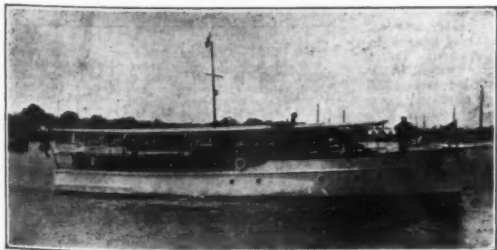
FOR SALE—56'6" x 13'5" x 3'2 1/2" twin screw enclosed bridge deck cruiser, built 1924. Has Homelight electric plant, three sets of batteries, electric windless bilge pump and fans for each stateroom. Boat fully equipped including all linen and silverware. Ideal for Florida cruising. Accommodations: one double and two single staterooms, dining saloon and galley. Exceptionally commodious. For further particulars write Yachtmen's Service Agency.



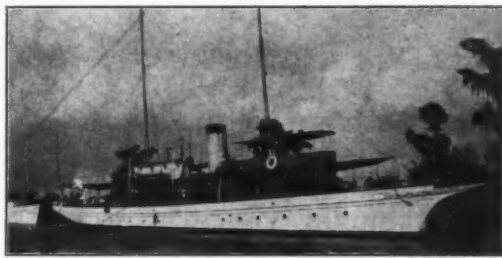
FOR SALE—58' x 12' x 3'6" enclosed bridge deck cruiser, 125 H.P. 8-cylinder Van Blerck engine. Three ignition systems and Delco lighting plant. Engine rebuilt 1925. Accommodations, two large double staterooms, toilet and bath with shower adjoining, dining saloon, galley and crew's quarters forward. Exceptionally large deck house. For further particulars write Yachtmen's Service Agency.



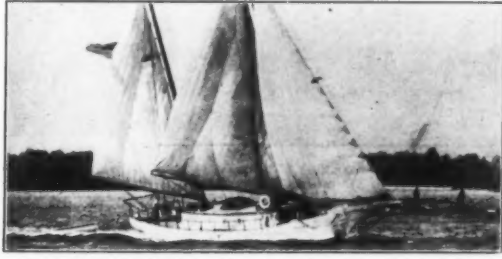
FOR SALE—55' x 13'7" x 3'2" enclosed bridge deck cruiser, 54 H.P. Standard engine, 6 cylinders, self-starter, Bosch double ignition and At-water Kent system. Accommodations, large double stateroom, sleeps four in dining saloon. One of the most comfortable boats of her size afloat. For further particulars write Yachtmen's Service Agency.



FOR SALE—65' x 14' x 4' cruising houseboat. Two 60 H.P. 4-cylinder Standard engines. Accommodations: 3 double staterooms aft, with toilet and bath. Large galley, dining saloon, crew's quarters for three with toilet. Large clothes press. Will accommodate four couples comfortably. Completely refurnished, and everything in excellent condition. Good sea boat and remarkably roomy. For further particulars write Yachtmen's Service Agency.



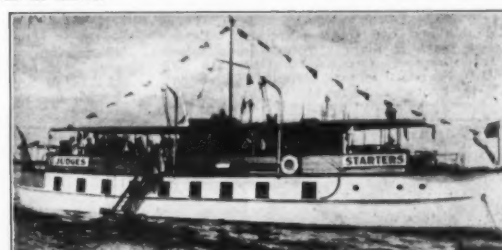
FOR SALE—145' x 17'3" x 1'6" Steam Yacht. Steel hull, in first-class condition. 600 H.P. Seabury engine. Very speedy and exceptionally economical to run. Large deck in stern. Very comfortable accommodations. Owner's quarters 3 large staterooms and bath, large deck dining saloon and reception saloon. Excellent sea boat. For further particulars write Yachtmen's Service Agency.



FOR SALE OR CHARTER—55' x 14' x 4' Auxiliary Ketch Schooner, 32 H.P. Hall heavy duty motor. Boat in excellent condition. An ideal boat for Florida cruising. Large saloon, double stateroom, galley, crew's quarters forward, plenty of deck space, and the easiest handled boat afloat. For further particulars write Yachtmen's Service Agency.



FOR SALE—41'5" x 2'10" x 2' Bridge Deck Elco Cruiser. Has 42 H.P. Elco engine. Boat in excellent condition. Accommodations for eight. Double stateroom aft, large dining saloon and galley forward, crew's quarters. Boat is fully equipped. For further particulars write Yachtmen's Service Agency.



FOR SALE OR CHARTER—80' x 17'6" x 3'3" House Boat. Has two 70-90 H.P. Standard engines, six cylinders each. Four double staterooms with two baths, each stateroom enters a bathroom. Breakfast room and library. Galley full width of the boat and is equipped with a full size stove etc. Boat fully found and in the very best of condition. Ideal boat for Florida cruising. For further particulars write Yachtmen's Service Agency.

FRANK BOWNE JONES

 Telephone
 Whitehall 1170

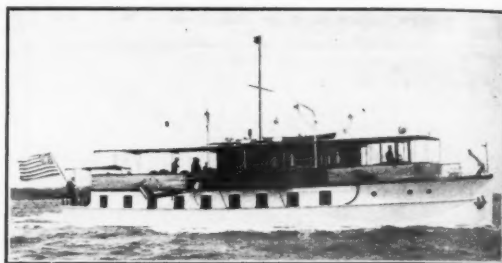
YACHT AGENT and SHIP BROKER
Cunard Building, 25 Broadway, New York

 Cable Address
 "Windward," N. Y.

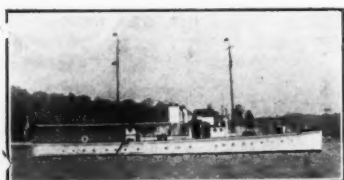
OFFICE No. 1651

Sales and Charters—Naval Architecture—Marine Insurance


No. 4054—FOR SALE—165' Oil Burning Express Steam Yacht—Steel Construction—Built by Lawley—Excellent Accommodations—A-1 Condition. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 5097—FOR SALE—80' Mathis Power House Yacht—Twin Screw—4 Double Staterooms—2 Baths—Deck Saloon. Attractive Price—FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 1872—FOR SALE—125' Express Cruiser—speed up to 20 miles—Twin screw—up to date design and build—Fine Sea Boat—Priced way below value. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 5242—FOR SALE OR WINTER CHARTER—83' Power Yacht—Lawley Build—Twin Screw—2 Speedway motors—Accommodations include deck dining saloon and two double staterooms below—FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 7828—FOR SALE—50' Day Express Type—Cons. S. B. Corp. build. Less than two years old—good as new—speed better than 18 miles. Ready for immediate delivery. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.

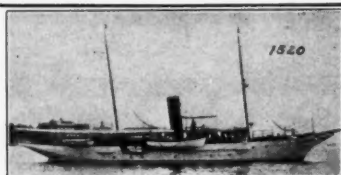
HENRY H. JENNINGS

HERMAN JAGLE

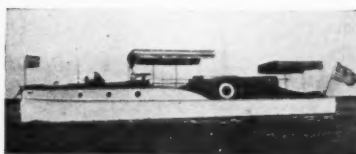
H. H. JENNINGS COMPANY

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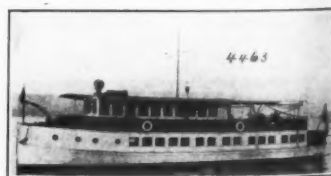
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154 Nassau Street
New York City
Marine Insurance
Our 30 Years' Experience and Our Knowledge of the Yachts We Offer, Insure Satisfaction to Clients.


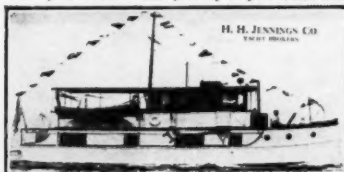
No. 1520—Power yacht, 106 ft. long. Three double and one single stateroom. Extension berth in main saloon. Dining saloon in deckhouse. Two toilets. One bath. 300 H.P. Standard motor. Rebuilt 1925. Speed, 18-14 knots. Electric plant, etc. Bargain for quick sale. Act quickly if you want her.



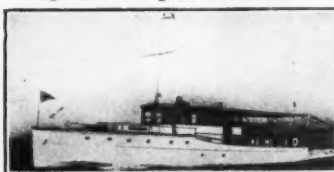
No. 2262—40-ft. Express Cruiser. Four berths in forward cabin and two berths in after cabin. Sleeps six persons. Toilet room. Mahogany and white finish. 200 H.P. Hall Scott motor, installed new 1922. Speed up to 28 miles. Electric lights. Bridge deck has glass windshield.



No. 4463—Cruising houseboat. Twin screw. 70 x 17 x 3'4". Pilothouse, dining saloon and social hall in deck house. Two double and three single staterooms. Two toilets and bath. For sale; also charter, for January and February. Send for particulars. H. H. JENNINGS COMPANY, 154 Nassau St., New York City.



No. 4452—50' Power Houseboat. One double and one single stateroom. Two berths in main cabin. Toilet room with shower bath. Crew's quarters. 50-60 H.P. Standard Motor. Speed 11 miles. Deico Plant. Electric Ice Machine, etc. Good proposition.



No. 2653—56' Elco Cruiser. Twin Screw. One double and two single staterooms. Four berths in main saloon. Large deckhouse with berth. Two toilets, one bath. Crew's quarters. Two 42 H.P. Elco Motors. Speed 12 miles. Electric lights, etc. Fully equipped. Located in Florida.



No. 2020—Twin Screw V-Bottom 60' Express Cruiser. Built by Lawley. Double stateroom; two berths in main cabin. Bathroom. Large galley, etc. Two 135-180 H.P. Motors. Speed 20-25 miles. Price attractive.

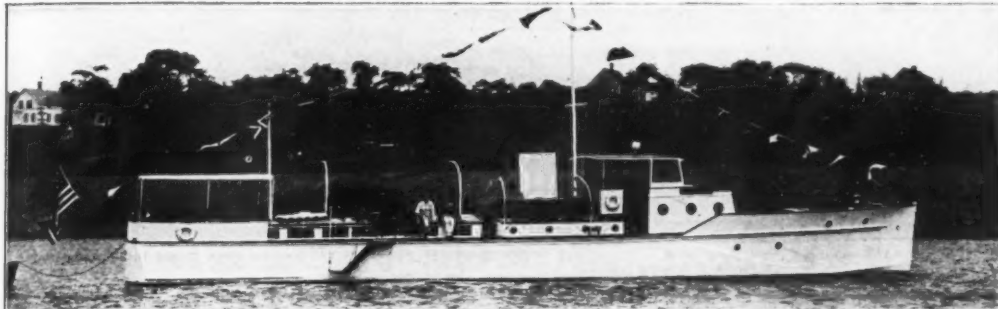
WILLIAM GARDNER & CO.

Naval Architects, Marine Engineers and Yacht Brokers

Phone 8638 Bowling Green

No. 1 BROADWAY, NEW YORK

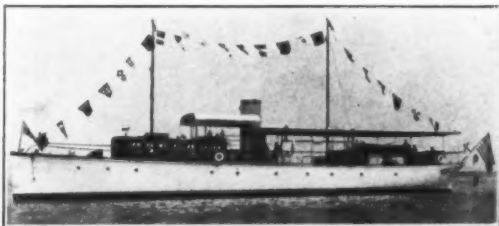
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No. 2334—FOR SALE OR CHARTER—Attractive 85-ft. twin screw Lawley built power yacht, equipped with two 6-cylinder 200 H.P. Sterling motors; speed, 16 miles. Deck saloon, 2 double and 3 single staterooms, bath room and additional toilet room. Everything in A-1 condition, ready for immediate use.



No. 183—For Sale—Attractive 65-ft. Mathis built houseboat; also several other houseboats, 60 to 100 ft., available for purchase and charter. Advise size desired and details will be furnished.



No. 2331—Flush deck, power yacht, 90 x 16.3 x 5.6, equipped with two 6-cylinder Winton motors, has excellent accommodation and of staunch construction.

Telephone

Vanderbilt 0969

Cable Address

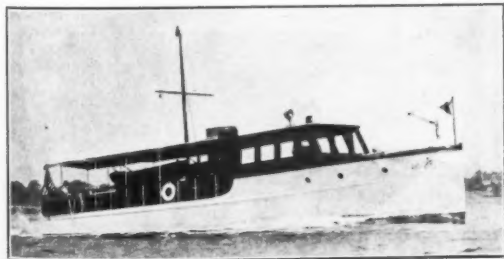
Yachtsan, N. Y.

HARRY W. SANFORD

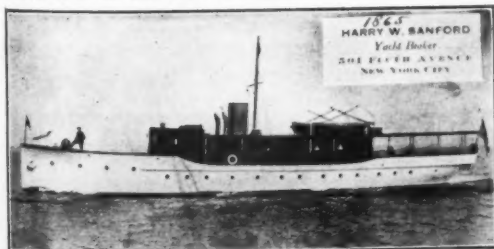
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YACHT BROKER
INSURANCE
APPRAISER

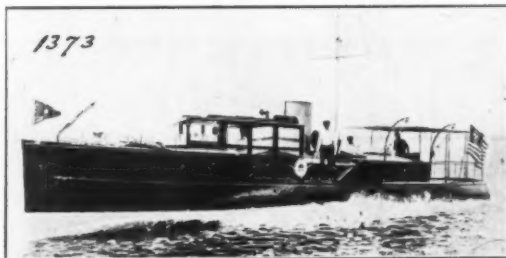
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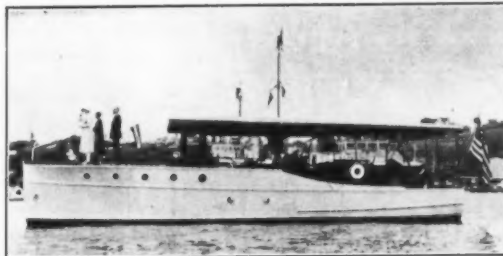
No. 755—For Sale—Most attractive 60' twin-screw cruiser, speed 18 miles. Two double staterooms and saloon, toilets, shower, etc. Of the best construction, beautifully furnished, and kept up in the best possible manner.



No. 1865—For Sale—Attractive Diesel motor yacht, built 1923. Three staterooms, bath, deck dining saloon and living room. Sleeps 8-12. Speed, 14 miles. Unusually well-equipped and most modern in every respect.



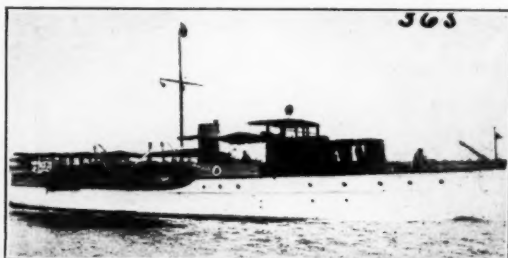
No. 1373—For Sale—High-class 66' express cruiser, speed 25 miles. Twin-screw. Beautiful mahogany hull. Sleeps 7 persons besides crew. Has tub. Unusually seaworthy and one of the finest yachts available.



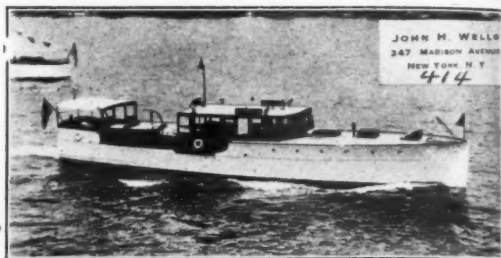
No. 1850—For Sale—Ideal 46' cruiser, speed 12 miles. Has 1 double stateroom and saloon sleeping 8 persons. Berth for man. Unusually well constructed, most seaworthy and able. Most desirable in every particular.

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Yacht Brokers


NO. 363—FOR SALE—Cruising power yacht 23 ft. x 15 ft. x 4 ft. 6 in. Powered with two 6-cylinder Winton 80 H.P. each, installed 1921. In perfect condition. Speed 12-14 miles per hour. Owner's accommodations two double and one single staterooms, 1 bath, 2 toilets. Lounging room below deck, dining saloon and galley in deckhouse. Everything about boat in perfect condition. Further particulars: John H. Wells, Inc., 347 Madison Avenue, N. Y. C.



NO. 414—FOR SALE—Twin Screw Raised Deck Cruiser. 75' x 14'-6" x 3'-9". In perfect condition. Built by Lawley, 1920. Completely overhauled 1925, two new 6-cylinder Speedways installed. Speed 18 miles per hour. New Universal lighting plant, new batteries and all equipment renewed 1925. Owner's accommodations 2 double staterooms, 2 toilets, large deckhouse, dining saloon and galley. This is without a doubt the finest 75 ft. cruiser available. Further particulars: John H. Wells, Inc., 347 Madison Avenue, N. Y. C.



NO. 490—FOR SALE—62 ft. Express Cruiser, 12 ft. beam, 3 ft. draft. Built 1923 by Consolidated Shipbuilding Corp. Powered with two 6-cylinder 180 H.P. Speedway motors with self-starters. Speed 22 miles. Forward cockpit cabin and deckhouse. Sleeps five. Complete equipment in perfect condition. Further particulars: John H. Wells, Inc., 347 Madison Avenue, N. Y. C.



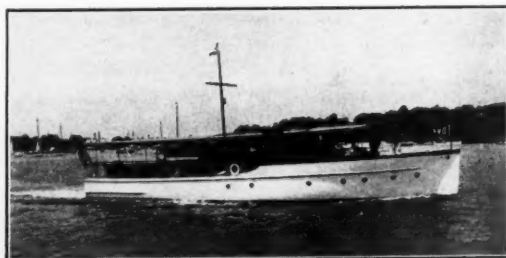
NO. 298—FOR SALE—Twin Screw Bridge Deck Cruiser. Built 1921. Powered with two new 4-cylinder Sterlings. Speed 12-14 miles per hour. One double stateroom, 1 bath, 1 toilet, dining saloon and galley. Steers from deckhouse. Everything in perfect condition. Further particulars: John H. Wells, Inc., 347 Madison Avenue, N. Y. C.

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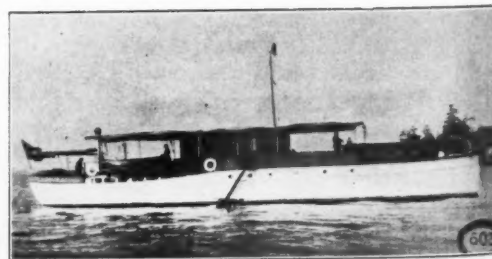
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WE HAVE A COMPLETE LIST OF ALL STEAM AND POWER YACHTS, AUXILIARIES, AND HOUSEBOATS, WHICH ARE FOR SALE AND CHARTER. Plans, photographs and full particulars furnished on request.



No. 1107—For Sale—Twin screw cruiser. Recent construction. 65'x14'6"x4. Two double staterooms, large saloon, 2 toilets and bath in owner's quarters. Sleeps eight. Sterling engines. Speed 15 miles. Price attractive. Henry C. Grebe & Co., Inc., 6 No. Michigan Ave., Chicago, Ill.



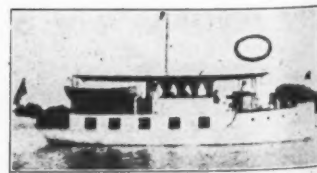
No. 603—For Sale—Twin screw cruiser with houseboat accommodations. 34'x16'6"x3'6". Three double staterooms, three toilets and baths, two saloons. Powered with heavy duty 20th Century motors. Speed, 12 to 14 miles. Excellent condition throughout. Reasonable price. Henry C. Grebe & Co., Inc., 6 N. Michigan Ave., Chicago, Ill.



No. 1057—For Sale—Twin Screw. New 1921; 50 ft. x 12 ft. x 3 ft.; very complete and in excellent condition. Sleeps six comfortably in owner's quarters. Has comfortable deckhouse and roomy afterdeck. Reasonable price. Henry C. Grebe & Co., Inc., 6 North Michigan Avenue, Chicago, Ill.



No. 1124—For Sale—42'x10'x3'. Great Lakes Day Cruiser. Used very little. Best condition. 6 cylinder Sterling engine. Speed up to 23 miles. Sleeps four. Large cockpit. Engine room separated from rest of boat. Price very low. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.



No. 945—For Sale or Charter—Modern 52' houseboat. Recent build. One single, one double stateroom and bath. Attractively furnished. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.

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Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR BoatinG.

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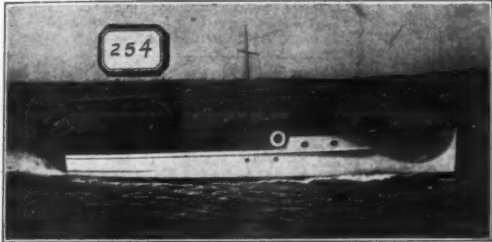
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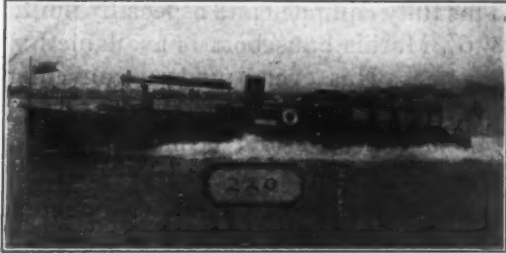
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Telephone
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No. 254—FOR SALE—Bridge deck cruiser, new 1924, 46'x11'x 33". Excellent accommodations. Charles D. Mower, 350 Madison Ave., New York City.



No. 220—For Sale—Express Day Cruiser. Condition perfect. 45'x8'x2" Liberty Marine Motor. Speed 25-30.

A Yachtsman's Home

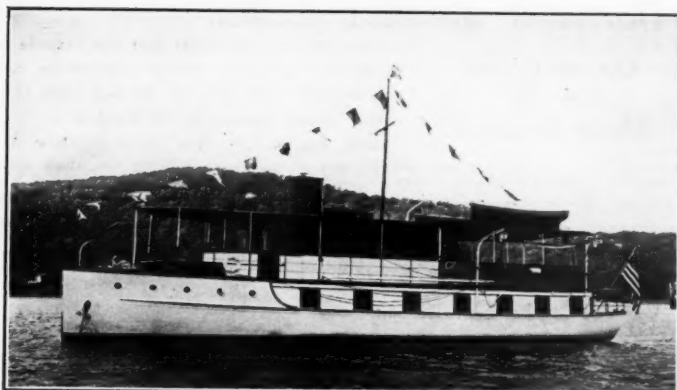
Haven't you sometimes wished for a water front home? Where you could have your own dock? Where, when you wake in the morning you could roll up the shade and see your boat lazily riding to its mooring? When, at the end of a hot, muggy day in town, you could step into a bathing suit, dive from your own float

and then later take a shower in your own bathroom and dress in your own room? You've given up the idea of such a dream-home; perhaps you've discovered that water front is costly, very costly. But here is a home within your means and with good water in front; not swamp land, but water aplenty—ten feet at low mean tide. And the house is a new one. A large living room, enclosed porch, dining room, butler's pantry and kitchen are on the first floor; four bedrooms and two baths on the second floor; and servants' quarters and bath on the third floor. And the north and west windows look out to Manhasset Bay and then just beyond Long Island Sound. This property is at Plandome, thirty-five minutes from New York with electric trains right from Penn Station. The house is less than a half mile from the station and train service is splendid. Write us to-day for photographs and details; or better yet, run out and give this house a careful inspection. If cruising, anchor 700 feet north of Plandome Field and Marine Club dock and you'll be right in front of the house.

The price is sixty thousand dollars.

L'ECLUSE WASHBURN & CO., 8 West 40th St., New York City

Office at Manhasset, L. I.



For Sale or Charter

This fully equipped and especially built, 65' x 16' 10" x 3' 6", Mathis houseboat is available for four months' charter. Has every modern convenience one could wish for on a boat, electric lighted throughout. Excellent sea boat and economical to operate. Two Standard engines give her a speed of 10-11 miles an hour. This is an opportunity you should not pass up. Apply to Box 149, MoToR BoatinG.

TRIMOUNT Whistle Blower Outfits. Friction contact with engine flywheel. 3 sizes. Trimount Rotary Hand Bilge Pumps. All bronze composition. Suction lift, 6 to 20 feet. 3 sizes. A tremendous success—a high-speed bronze Power Pump for \$15.00. **TRIMOUNT ROTARY POWER CO.,** 294 Whiting Ave., East Dedham, Mass.

FOUR CYL. four cycle with gears:—Automatic 6½x8, \$750; Miller, 5¼x7, unit plant, \$450; Perless, 5x6, with electric starter, \$475; Lamb, 5x6, \$195; Doman, 4½x6, \$315; Beaver, 4x5, \$175; New Model, 4½x6, \$285; Gray Model D, \$225; Perkins, 2¾x4, \$115; Wisconsin, 4½x5½, Model AM, unit plant, \$375; Kermath, 1924 Model, 4x4, unit plant, with electric starter and generator, \$450; Wisconsin, 3¼x5, unit plant, \$225, and others.

FOUR CYCLE:—Wolverine, three cyl., 6½x6½, \$375; Clifton, three cyl., 7x9, \$285; Automatic, two cyl., 5x6, \$175; Frisbie, one cyl., 6x6, \$155; Doman, two cyl., 5x6, \$165. All with gears.

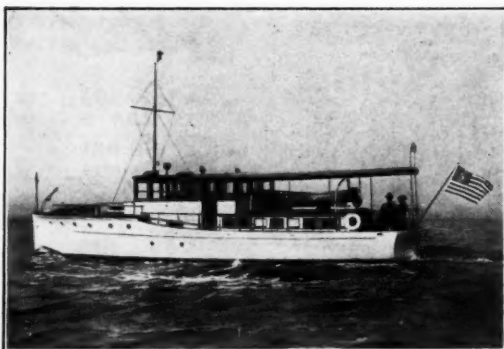
TWO CYCLE:—Fox, six cyl., 75 H.P., \$235; Vim, three cyl., 5x5, \$145; Gray, three cyl., Model T, 4x4, \$115; Evinrude, one cyl., \$45; Inboard motors, 2 to 10 H.P. 40 H.P., 4 cyl. Pierce-Budd, \$375. State your power needs.

BADGER MOTOR COMPANY
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Best prices paid for used or new marine engines in any H.P., make or model. A. H. Lauson, 215 North Ave., Milwaukee, Wis.

FOR SALE: Owing to sudden loss of hearing, client will sell his Marine Gasoline Engine Business, including all Drawings, Patterns, Jigs, Templates and complete shop equipment ready for production. Engine designed to use Ford Parts and has been thoroughly tested and tried out for two seasons. Closest investigation invited and desired. **ENGINEERING LABORATORY, BENTON HARBOR, MICH.**

FOR SALE:—One 5 H.P., 4-cycle Dabrie motor. Used one month. Perfect running condition. A bargain. Jack Thompson, R. F. D. No. 1, May Landing, N. J.



Going to Florida?

Hotel accommodations will be almost impossible to get down there this winter.

This yacht is offered for charter for the entire winter season at a very low rate. She is one of the famous Elco 56-footers, and is as good as new. She has comfortable accommodations for a party of eight, and is fully equipped with bedding linen, crockery, cutlery, silver, etc. Crew furnished and paid by owner.

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Address Box 160, care of Motor BoatinG, 119 West 40th St., N. Y. C.



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Snappy 70-ft. torpedo style cruiser. Three double berths in after stateroom and saloon. Crew of 3 forward. Excellent cooking. Electric lights, fans, etc. Better than a hotel and less expensive. Capt. Blade, Port Washington, L. I. N. Y. City. Phone: Triangle 3449.

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I will be glad to give you the advantage of my experience upon any Yachting and Boating matters that may concern you.

Whether you are thinking of a boat for the first time—maybe for use next Season,

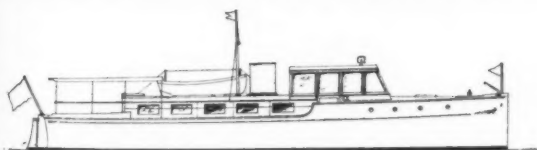
Whether you desire a larger boat—perhaps for use this Winter in the South,

Whether you wish to dispose of your present boat,

My services are offered to you—and there is no obligation on your part.

Twenty-five years' experience in building and selling Motor Boats and Yachts has given me a vast knowledge of how to secure the things essential to your complete satisfaction.

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For Sale: Enclosed Bridge Deck motor yacht L. O. A. 50'x11'x3'6" draft, 8 cylinder model M R 5½x7' Speedway motor. Speed up to 21-22 M.P.H. Hull and all interior and exterior trim mahogany finished bright. The DUTCHESS was only launched in August, this year, and is one of the finest yachts of her type now available. If interested, take next train for Poughkeepsie, New York, and inspect her at Geo. E. Buckhout's Yard, or communicate with us for further particulars, price, etc. Brokers protected. R. M. HADDOCK, 50 East 42nd Street, New York City.

Several Doman 4½ x 6, 4 cylinder engines in perfect condition. Suitable for cruisers. Prices to clean up \$95.00 and up. Hunter Boat Factory, McHenry, Ill.

New raised deck cruiser 31' with Doman 4 cylinder engine, electric starter complete. Bargain. Suitable for southern cruise or will store until spring. Hunter Boat Factory, McHenry, Ill.

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For registering speed of engine. Jones Type. Range 300 to 3000, 18" Flexible Shaft and Swivel Coupling. Cat Price. Write for particulars. Service Products Co., Not Inc., Springfield, Ohio.

WANTED: Bridge Deck Cruiser 36 to 42 feet long. Must be first class. Give full particulars. Dr. C. E. Walsh, 93 Amity Street, Flushing, Long Island.

WANTED: House boat approximately 50 to 55 feet with power, price not to exceed \$5,000. P. O. Box 157, Merchantville, N. J.

FOR SALE:—32-37 H.P. Standard Motor in perfect condition. E. von Hofe & Co., 92 Fulton Street, New York.

Pair FS 6 cyl., 145 H.P. Sterlings, electric starter equipped, completely overhauled and ready for installation, \$1,000.00 each, or \$1,800.00 for pair. Arthur J. Utz, 461 Eighth Avenue, New York, N. Y.

FOR SALE:—24' cabin cruiser in excellent condition. Equipped with comfortable bunks for two, toilet, water tank, etc. Brand new 16 H. P., 4 cylinder Roberts motor with Putnam reversing gear. Price \$800. For further particulars address F. L. English, 154 Delaware Ave., Carney's Point, New Jersey.

WANTED—100 to 150 horsepower six-cylinder oil engine. Must be in good condition. Give particulars. G. Schwarzbach, 53 Forest St., Montclair, N. J.

WANTED—Motor boat about 25' long capable of standing fairly heavy weather and able to do 16-18 m.p.h. economically under normal conditions. Engine must be simple and easily repaired as boat intended for export. Will consider real bargain in first-class condition only. Write sending photographs and full information. Boat must be deliverable New York or Boston. Address W. H. Burr, 50 Broad Street, New York, N. Y.

WANTED—23 to 26 foot V-Bottom Runabout—22 miles per hour or better. Must be in good shape and a bargain for cash. J. T. Forster, Box 1844, Tulsa, Okla.

FOR SALE: Cabin Cruiser, 43 x 10. 1925 Palmer Motor, 18 H.P., with generator. Speed 9 miles. Four berths. Sands toilet. Kitchen equipped. Running water. Excellent work or pleasure boat. Bargain \$1500.

(1) Buffalo Engine, 30-22 H.P., 2 cyl., 4 cye. Dual ignition. Air and bilge pumps. 30 x 28 wheel. Completely rebuilt. Price \$400. Tunis, 1033 N. Broadway, Baltimore, Md.

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FOR SALE

Semi-House Boat Cruiser. 67 x 15 x 4. This boat is first-class in every particular. New Power plant installed last November. Boat practically rebuilt this year. Everything about her either new or as good as new. This boat has made five round trips to Florida,—is fully and expensively equipped. Two small auxiliary sails for use in deep sea work. Power tender and dingy. Separate lighting plant. Double amount of usual storage batteries. Electric fans. Eight to Twelve knot speed. 750 mile cruising radius. 400 gallon fresh water capacity. Three toilets and one bath. Three double cabins and salon. Crew's quarters. Deck control—economical to operate. Splendid sea boat. Beautiful lines and comfortable. A winter home for Florida, or a summer home for Maine. Price \$15,000 which is about 1/3 cost of reproduction. In commission and ready to go. Inspectable Newport News, Va. Apply any broker or to owner, Box 1618, Richmond, Va.

FOR SALE: Custom built Mahogany family Runabout, 26' x 6', Hacker Type, hull all copper and brass fastened, best grade salt water equipment with 50 H.P. Kermath Double Ignition motor, electric starter and lights, auto control, seats 7 comfortably. Built new 1924. Speed 22 miles. Now in commission on Lake George. Price \$2500.00. William H. Gleason, Glens Falls, New York.

Pair right and left hand 400 H.P. Liberty 12-cyl. engines, completely converted for marine use, suitable for express cruiser, \$2,250.00 each. Arthur J. Utz, 461 Eighth Avenue, New York, N. Y.

FOR SALE: Bridge deck cruiser, 40 by 8, with six cylinder engine, electric starter, and equipment. Completely overhauled, in commission. Price moderate. BOX 162, MoToR BoatinG.

LOST in Long Island Sound between Huntington and Stamford, Row Boat, marked "Nan B. B. Y. C."; reward. F Doebeli, 1013 Grand St., Brooklyn.

FOR SALE: Wisconsin White Cap 6-cyl. motor. Overhauled; 10 steering wheels, scored drum type; 30 gas tanks, 20-gal. capacity, seamless steel type; 16 x 21 and 22 left-hand Hyde wheels, 1 1/4 S.T. bore; new; 2 White Lake one-design speed boats; 1-16' V-bottom Runabout, Hacker design, good condition; 1 Dodge water car. Write your wants. Good prices. Need the floor space. Barteau Boat Works, Montague, Mich.

NEARLY NEW 40-H.P. 4-cyl. 2-cycle Pierce-Budd racing engine with impulse Bosch magneto, reverse gear and rear starter. \$375.00. The Badger Motor Co., Milwaukee, Wis.

FOR SALE: Cruiser frame from lines of "Cabulla" ready to set up. Cheap. Particulars by addressing Leonard J. Doehner, Rochester Boat Wks., Rochester, N. Y.

WANTED TO BUY hundred horsepower Kermath or other late model marine engine in good condition, and a bargain. Hugo Harna, Toms River, New Jersey.

WANTED BY NAVAL ARCHITECT—Connection with boatbuilder or parties desirous of building standardized motorboats. Ten years of designing and actual boatbuilding experience. Capable of organizing construction and sales on economical and efficient basis following original designs which embody beauty, comfort and economical construction. Box 164, MoToR BoatinG.

FOR SALE—Raised deck motor cruiser, 32 x 4 Sterling 20 x 35 engine, self-starter, and generator, electric lights, running water, toilet, lavatory, sink, ice box, galley, sleeps four, 11 foot cedar dink. Complete cruising equipment. Now in commission. Can be seen at Huntington Yacht Club, care of Wm. Atkin, 'phone 681 Huntington, L. I.

The Best Price

IF you want to sell your boat or engine and get the best or highest possible price bring it to the attention of the largest number of boatmen you can reach by using MoToR BoatinG's Market Place.*

MoToR BoatinG has the largest circulation and is by far the strongest boating magazine published. A fact proven alone by the large volume of advertising carried in each issue—more than double that of the next magazine.

For Sale

AN exceptionally well built thirty-six foot cruiser; the owner watched and supervised every operation from laying keel to test run. This boat has a forward stateroom with two berths; full sized clothes locker, bureau drawers under berths. Aft, on starboard, toilet and lavatory; opposite, full sized clothes locker.

Main cabin has two berths, and two pipe berths, galley, ice box, etcetera. A large roomy cockpit will accommodate ten people comfortably. And there is a permanent top over cockpit; not a leaky canvas covering. The motive power is a WSM motor with Bosch dual ignition which gives a speed of eleven miles.

This boat is in best of condition; total use would not amount to 100 hours. Owner is offering it for sale because he has just bought larger boat. Photographs and plans will be gladly sent to you if you are interested; curiosity seekers need not waste their time.

The price is \$6500.00.

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STORAGE

REPAIRS

MARINE RAILWAY

Yard and Shop

(Continued from page 46)

quite an undertaking. Canvas straps were attached to the hull in such a way that the stern of the boat was supported by a derrick boom, while the forward end was supported by the chain tackle inside the shop. In this way the boat was safely lowered into the water without any mishaps or unusual difficulties. It shows that the ingenuity of the boat builder must be called on for many problems which are not in his regular line of work.

More Production in Boats

The Richardson Boat Company, North Tonawanda, N. Y., have appointed Charles J. Lewis General Manager of the North Tonawanda plant. He has been until recently the distributor for the Great Lakes Buffalo Boating Corporation, and has a wide acquaintance among yachtsmen of the Great Lakes region. The company has entered on an extensive program of standardized boat construction, which will feature a double cockpit runabout of 26 feet length, powered with marine engines of sufficient capacity to drive it at better than 30 m.p.h. In addition, production is well under way on a 34-foot standardized cruiser, which was designed for MoToR BOATING some years ago by William J. Deed. It is planned to produce this boat in either a single or twin screw type, with a comfortable cruising speed of at least ten miles. A class of 16-foot non-sinkable sloops, designed by Winslow, has been completed, and the Buffalo Boat Club members have found them very popular, and additional boats are now being built.

Good Oil Wins Race

We learn that Duplex marine engine oil, produced by the Enterprise Oil Company of Buffalo, was successfully used by a number of fast boats, both at the Regatta of Buffalo and the Gold Cup Regatta in Manhasset. Miss Palm Beach, the fast Baby Gar runabout, won several long races at Buffalo, and the Duplex oil in it stood up splendidly throughout the entire 150 miles of racing. These oils are specially prepared for marine use, entirely separate and distinct from automobile oils specified for marine purposes. A peculiar thing is the fact that the oil taken from Miss Palm Beach, after the strenuous racing which she had been doing, had greater viscosity than when new, showing that there was no oil dilution, but that the lubrication was perfect.

Barnstable Fair Shows Boats

The Cape Cod Shipbuilding Corporation of Boston and Wareham, Mass., exhibited a large number of their popular craft at the County Fair, held annually in September at Barnstable, Mass.

A large number of the famous 18-foot Baby Knockabouts have already been ordered, some for early fall shipment, and many others for spring shipment. The Cape Cod Junior Knockabouts also are proving very popular, and make an admirable boat for one-design sailing, also for the Junior's first boat. These are 15 feet long, made with wide sterns for outboard motor work, and practically one-half of those sold are used with power as well as sail. Arthur T. Mur-

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ray, President of the American Bosch Mfg. Co. of Springfield, Mass., has recently purchased a Junior Knockabout, which he is using at Port Washington. The Barnstable Fair demonstrating Junior was shipped to Mrs. Margaret Gosman, Wading River, Long Island, N. Y.

Another Cape Cod craft that is proving exceptionally popular is the 16-foot sea-going motor skiff which is sold for a very reasonable price. This is a high-sided, roomy, lapped-straked boat, capable of living in the roughest of seas, and equipped with a 4 h.p. Kermath four-cycle motor, under a removable housing. It is ideal for fishing, also for aquaplaning, as there is no limit to the speed the boat will make with sufficient power. Owing to its exceptionally strong construction it will take unusually high-powered engine with good results. New, attractive catalogs will be mailed MoToR BOATING readers on application to the Cape Cod Shipbuilding Corporation, 18 Tremont St., Boston, Mass.

Rainbow IV Repowered

That popular and enthusiastic motor boat sport, Harry B. Greening, has recently installed in his sensational Rainbow IV a Gar Wood Liberty Motor with 12 cylinders, and as usual, one of those faithful Old Joe Gears. Greening says Old Joe Gears are proving absolutely reliable—no trouble of any kind—no vibration—in fact, a rear gear in every sense of the word.

The Bellport Peconic Channel

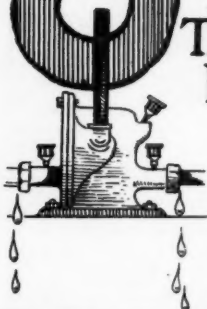
The Westhampton Yacht Squadron has had prepared a chart showing the new dredged channel from Bellport Bay to Peconic Bay, together with buoys which were placed in position by friends of the Westhampton Yacht Squadron.

This new channel has been used very extensively this summer by yachtsmen going through Great South Bay to Shelter Island and points east and it might be of interest to readers to obtain a copy.

The Westhampton Yacht Squadron will be glad to have visiting yachtsmen call at their club house on Speonk Point, the east end of Moriches Bay, for copies of these charts, and will be very glad to show them any courtesy in their power.

Stop

That Water Pump Leak for 50¢



Every boat owner knows how pesky hard it is to lubricate those bearing surfaces that come in constant contact with water. But there is no need to put up with eternal trouble at your water pump, stern bearing, stuffing boxes or submerged gears, if you know about

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For 35 years Kasson Lubricating Compound—the only true waterproof grease ever devised—has been stopping water troubles on steam-boat crank pins, although those pins are continually washed by water. Kasson alone of all greases possesses the property to shed water because it is made by a special process, known only to this company, which makes it non-emulsifying and non-absorptive. It will not wash away from the bearings no matter how much water comes over them.

Kasson does double duty in your engine. It stops the leaky pump habit and it refuses to mix with the water circulating system. Where other lubricants are used, the cooling chambers frequently become coated and clogged with grease and the cooling system fails to work as it should.

The only reason you are not using Kasson is because you don't know about it. Send for a can today and Kasson will be on board as long as the good ship floats!



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Kasson is made by the makers of DUPLEX OIL—the oil that has been serving Pierce-Arrow owners and distributors for 25 years—the first 100% Pure Pennsylvania engine oil ever produced.

TEAR OUT THIS AD for one pound can. Write your name and address on the margin. Enclose 50¢ in stamps, money order or check (80¢ on Pacific Coast), 12¢ extra C.O.D., and mail it to

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BUFFALO, N. Y.

MARINE DEALERS—Write for Kasson introductory proposition. Kasson is now having a large sale through dealers and you should get your share of this good business.

The Radio Transmitting Set

(Continued from page 35)

sense of the word. Such a station cannot legally carry on a conversation either in voice or code with any other station. Commercial ship and shore stations can only converse with other stations of a similar character and are not supposed to communicate with either amateur or broadcasting stations except in direct need.

Amateur transmitters operating on 200 meters carry in their licenses a clause to the effect that certain hours shall be left free for the enjoyment of the broadcast listeners. These are known as quiet hours and these stations cannot transmit at that time unless they are operating on a wavelength below the 200-meter mark.

Since the new fourth grade motor boat licenses will operate well below this point, it is assumed that they may transmit at any time, but apparently from the ruling, these same stations will only be able to communicate with amateur stations. However, these same amateur stations are banded together in a non-commercial organization known as the American Radio Relay League and as such are willing and anxious to transmit, by relay, messages to all parts of the country. Since these relays are non-commercial and free, it is to be assumed that not every message sent gets through to its destination. These amateurs, though, use radio as a hobby and in many instances remarkable work has been done both in speed and in distance.

Since practically all of them are located well below 200 meters and within the band where the new yacht licenses are located, it is but natural that these stations are the ones with which communication will be established. The yachtsman will find these men courteous and willing to aid in every way.

Of course, the great field for this sort of installation is short wave pick-up of some large broadcaster located on shore. An event such as the Gold Cup Race was actually described from a small boat equipped with a short-wave transmitter, this voice picked up by the receiving set at the main broadcasting station, and then retransmitted on a wavelength within the range of the average broadcast receiving set. Most of these receiving sets will not tune sufficiently low to permit a direct pick-up on 100 or 150 meters.

This same form of transmission has been used successfully in several instances before, such as in the airplane description of Gar Wood's race with the Twentieth Century Limited, the return of the 'round-the-world fliers and in similar instances where the main station could not be connected by wire to the scene of the event to be broadcast.

Short-wave radio transmitters and receivers could be used to great advantage by yachtsmen on every body of water. The various yacht clubs could be used as bases of communication and in many instances calls could be sent out ahead informing a near-by club of the approach of a visiting yacht, of the need for gasoline, ice or an anchorage. In some instances friends could be told of the approach of the yacht first by radio to the club and then by public telephone by the steward or radio operator. Short-wave radio beacons might be established by the larger clubs which, when used by an unfamiliar yachtsman, would lead him to the club float. A loop aerial receiver arranged in such a way so that it could be used to take cross bearings would be the thing for this.

Engine trouble or running out of gasoline would hold no terrors and a few words by telegraph to the nearest club would insure a tow into port for the night at least. Think of the convenience of wiring by radio ahead to some club or amateur station asking for reservations on a train or a hotel for some guest who had to leave the cruise on account of business. Speaking of business—in case of real necessity the office could get in touch with the yachtsman or vice versa. Then, too, the pleasure of being able to communicate directly with other boats within range, keeping in touch with fellow club members on other cruisers and telling them of some particularly good anchorage for the coming night.

Yes, there is a decided use for radio on small cruisers. Receiving equipment is common at present, but transmitters should also be used just as soon as suitable regulations can be issued. Low-power, short-wave, inter-fleet communication by either telephone or code would add just about one hundred per cent enjoyment to that club cruise.

During the Gold Cup races at Manhasset Bay the 30-foot Belle Isle Super Bear Cat, owned by Norman D. Woolworth, made a late start from across the Sound, and arrived at the course a moment or two before the race. Mr. Woolworth's mother was being brought to see the regatta, and due to lack of time, had to remain aboard throughout the 105-mile International Trophy Race, and enjoyed every minute of the long ride. She suffered no ill effects or discomfort throughout the entire race.

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The Winning Engine



Diana, winner of the Express Cruiser Championship of America. Owned by A. B. Cartledge, of Philadelphia, and powered by a 200 H. P. Model LM-6 Hall-Scott, speed 24 miles per hour

OUTSTANDING in the many events of the Gold Cup Regatta is the winning of the Express Cruiser Championship of America, the Empress Cruiser Championship of Long Island Sound, the Express Cruiser Free-for-All and Sachem's Head Yacht Club Open Handicap for Express Cruisers by A. B. Cartledge's 41' x 8' Cruiser Diana. A Hall-Scott 200 H.P. engine drove Diana to victory at a speed of 22½ miles an hour over a distance of 105 miles.

The winning of the Motor Yacht Trophy at the Detroit Regatta by Miss Marilyn II, a 60' x 11' round bottom express cruiser owned by Frank A. Salter of Detroit and powered with a twin installation of Hall-Scott 200 H.P. LM-6 engines also proves the dependability and consistency Hall-Scott power when speed is wanted.

The Diana's performance and the record of Miss Marilyn II are only two of many that prove the remarkable durability of Hall-Scott Marine engines. If you are interested in a dependable fast boat, either cruiser or runabout, let us give you facts regarding Hall-Scott marine engines and many Hall-Scott installations.

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HSM-4.....	50-70 H.P.	1200-1800 R.P.M.	1290 lbs.
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HSR-6.....	90-100 H.P.	600 or 900 R.P.M.	2290 lbs.
LM-4.....	125 H.P.	1700 R.P.M.	1290 lbs.
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Frank Salter's Miss Marilyn II, 60' x 11', winner of the Motor Yacht Trophy at the Detroit Regatta. Two Hall-Scott 200 H. P. LM-6 engines give her a speed of 25 miles per hour.

Your boat can stand apart from the rest—



DO you want your boat to stand apart as a mark for admiration—a thing of beauty? We can help you—with TEXTASOTE.

Whether it's a new boat you're planning, or refinishing the old, TEXTASOTE will top off all the job with just the right touch—the sparkle of color.

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TEXTASOTE comes in various weights for every yacht use—awnings, spray hoods, deck canvas, boat and hatchway covers, etc. It is soft and pliable; easy to tailor, and will not leak.

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Please send me descriptive literature and free samples of TEXTASOTE.

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From Fisher Boy to Millionaire, But Always a Boatman

(Continued from page 28)

the more prominent by several score freckles which a Florida sun had sprinkled about his face, acquired a sail boat and again was seen pursuing his daily explorations in and about the islands. A shotgun, of the antiquated single-barrel type, had replaced the home-made fishing rod, and his leaden slugs wrought havoc upon the countless flocks of duck which flapped lazily away at his approach. Sometimes a companion, often two or more, shared the excursions. But at times rather frequently, he made his trips alone. For the youngster was a dreamer. When building his air castles, he wished to be alone.

Some time later, as the lad's sea legs strengthened, and Tampa's port began to acquire a bit of prestige, he maneuvered his craft into the wake of the sailing vessels bringing fruit from Honduras and other South American countries. Almost invariably, the Captains, who soon knew the youngster and his companions, tossed ropes over the side of their schooners, and gave the youthful sailors a lift into port.

Each year, the youth acquired a larger craft and added to his knowledge of seamanship. Capt. C. G. Warner, who tended the beacon light in Tampa Bay officiated as instructor-in-chief and often took the lad with him on fishing expeditions in his sturdy sailboats. A fast friendship between the two was formed, lifelong.

Behind all of the youth's exploration was an insatiable longing; a burning desire known only to the more vigorous type of America's boyhood, destined some day to become leaders among men. In his dreams, he pictured himself the eventual owner of one of the islands in Tampa Bay, with a wonderful mansion, servants to do his biddings, and more marvelous than all, a beautiful yacht, painted white with its name emblazoned in gold.

And as is the case with most dreamers whom Providence has endowed with a liberal portion of both the ideal and the practical, his dreams came true. For the freckled, bare-foot boy, who paddled and sailed his craft in and about the islands in Tampa Bay was D. P. Davis, the young millionaire, whose master developments in Florida have made him known throughout the world as a builder.

When young Davis grew to manhood, he left Tampa and attended the University of Florida. Then, as a means to an end, definitely fixed in his boyhood, he entered the real estate field on Florida's East Coast, when the magic wand of his genius quickly won him both fortune and fame. Came a time when a loyalty to first love demanded he return to his Tampa. With almost unlimited finances at his command, he purchased the islands in Tampa Bay and made known his plans to make of them a modern fairyland, the charm and quality of which would be recognized the world over. The city's action in selling the islands to Davis was enthusiastically endorsed by Tampans at a special election. And why shouldn't they deed the islands to Dave Davis. Wasn't he their very own? And hadn't he established his right to rank with the great Plant, Flagler, George Merrick and Carl Fisher? Tampans answered "Certainly," while all Florida echoed approval.

The story of Davis and his Davis Islands today is known the country over. However, this is not an account of the best located property in Florida; within a half mile of the city hall, a dreamland where fortunate persons reside in a tropical setting of palms and flowers, with beautiful homes, apartments, hotels, business houses, exclusive clubs and playhouses forming the nucleus of a social life previously believed unattainable; with golf courses and tennis courts; with eleven and one-half miles of waterfront conveniently broken by yacht basins in which beautiful craft, from the stately cruiser to the speedy runabout are to be moored, in many instances almost at the front doorsteps of the owners. This story has to do with Davis and his boats.

What Carl Fisher has done for boating on Florida's East Coast, D. P. Davis has done for the West Coast. In the very first year of his development, he purchased a fleet of speed boats and sponsored numerous races and regattas over the Davis Islands Marine Course, which he laid out between his islands and the Bayshore Boulevard. He added his own yacht, a beautiful white craft with its name emblazoned in gold, to the fleet owned in Tampa.

And this year, for the first time, through D. P. Davis, Florida's West Coast had a challenger, Miss Tampa, in the National Gold Cup races at Manhasset Bay. This speedster, designed by the nationally recognized master craftsman, John L. Hacker, and powered with special Packard Gold Cup

(Continued on page 66)

**Radiola 25**

with uni-control. Six tube Super-Heterodyne, with dry battery power tube. Has room inside for dry batteries, or if used with RCA Loudspeaker 104, it can be operated on the 110 volt, 60 cycle A.C. lighting circuit without batteries. Price, with 6 Radiotrons, but without batteries or loudspeaker

\$165

Radiola Loudspeaker, Model 100, (in picture above) RCA Cone type, achieving new clarity and far wider tone range. Can be used with any radio receiver \$35

On deck—or at home —the same Radiola

OFF at sea, the new Radiola 25 brings in distance. At home, in a living room—in even the most crowded cities—it tunes out near stations—picks out the station you want.

The handsome cabinet encloses a set made with the compactness—the scrupulous perfection—of the finest engine. All the delicate parts are permanently *sealed-in*. That is why the Radiola “Super-Het” is famous not only for quality of tone but for the fact that the quality *endures*.

Radiola 25 is a *new* Super-Heterodyne, with a new power tube that gives greater volume on dry batteries, and makes the tone finer than ever. Ask to hear it the very first chance you can get!



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"Derelict, sir—took 'er hard on starb'd bow—forward pump smashed."

The old man's reply came instantly—"we've got to keep her up. Man-the-stern-pump and MAKE her hold."

Without a moment's delay a sturdy AMF All-Purpose Pump was "leaning to" the doubled task with flash-quick precision, powerful, tireless, mechanical energy—pumping—pumping — —

—three days later a crippled ship labored into port—cargo intact—triumphant—with the pump that kept her up—72 hours without a miss.

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NO VIBRATION to cause trouble
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All-bronze for salt-water; bronze fitted for fresh water. Cast iron for oil service.

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AMF STANDARD

The QUALITY pumps

From Fisher Boy to Millionaire, But Always a Boatman

(Continued from page 64)

motor, gave a good account of itself, under the handling of its pilot, none other than the versatile Dick Locke, of Detroit.

Recognition of Mr. Davis as a sportsman and yachtsman has not been lacking, by reason of his numerous contributions to the cause. Nor is there lack of recognition that in his Davis Islands he is building a sports man's paradise; where the unlimited joys of water sports, yachting, aquaplanes, speed boating, swimming, ad infinitum, may be enjoyed by all, and within sight of Tampa's city hall.

Mr. Davis, the man, is still much the same as Dave Davis, the boy, who, not more than twenty-five years ago, was seen piloting his crude craft about the islands in Tampa Bay. Even now, he loves the solitude of the open waters, and often he again is seen pursuing his cruises. Now, however, his range is practically unlimited. From the numerous speed boats, he frequently selects the fastest and races in and about the islands. Some of his boyhood chums occasionally accompany him, and oft times are initiated into the mysteries of aquaplaning. Again, he and Captain Warner resume the trips interrupted when Mr. Davis left Tampa to make his fortune on the East Coast. The developer's large yacht is even more seaworthy than the captain's sturdy sailing craft and the two often cruise as far south as the Ten Thousand Islands of Florida's coast. On these expeditions the boy of yesteryear continues his dreams.

Unlike others whose dreams have come true, Davis is able to thank a kind Providence that the fruits of his vision have been borne with amazing rapidity. He is still a young man; barely forty; a millionaire at thirty-nine!

Davis' contribution to water sports in Florida will reach new heights during the coming winter when he will inaugurate the most elaborate and comprehensive program ever attempted in the South. Supplementing his Gold Cup Challenger, will be a fleet of 10 specially constructed Tampa Bay-bies, each powered with a motor capable of 42 miles an hour, or better. The Davis Islands Marine Course will be the scene of both national and local events, with craft entered from all parts of the country. Several bathing pools on the Islands, with one of the best known swimmers in America as supervisor, will be the scene of numerous aquatic events. Imposing though it is, the water sports program of Davis Islands is but typical of Davis, the sportsman. The Davis Islands Tennis Club, with the finest club house and courts in the South, will be the scene of several nationally sponsored tournaments, with entrants including a number of the internationally famous Big Ten. Pending completion of the Davis Islands Golf Course, Mr. Davis again, in all probability, will bring one or more of the world's outstanding professionals to Tampa, for tournament play, and instruction in the ancient and honorable game.

And Tampa, a mere village when a barefoot boy cruised about the islands in the bay with his rod and gun, today is the metropolis of Florida and the islands which furnished young Davis with his dreams are becoming one of the wonder spots of the world.

"Plank Her with Genuine

Tide Water
Cypress
"The Wood Eternal"

AND YOU PLANK
BUT ONCE"

"All-heart, sure enough
TIDE-WATER" is the kind
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Miami Beach is enthroned between the waters of the great Atlantic and beautiful Biscayne Bay, where the Annual Southern Regatta is held every March. This event, the climax of the southern season, is marked with a brilliant array of social activities, as well as boat races. Plan now to be here all of next March and view the great speed boat races for the Fisher-Allison Trophy, Dodge Memorial Trophy and others.

Write today for information as to the principal hotels and private villas with hotel service.

THE CARL G. FISHER HOTELS
Flamingo Nautilus Lincoln
MIAMI BEACH FLORIDA

An aerial view of the Flamingo Hotel, Miami Beach, an enticing rendezvous of yachtsmen who visit the South.



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American Engineering Company
2419 Aramingo Ave., Philadelphia

**Air Drive**

Gold Cup Stays in the East

(Continued from page 15)

out exceedingly well when one considers the shortest cruiser race was nearly 100 miles in length and in the other races it was over 200 miles from start to finish.

New York's first Gold Cup Regatta was in no sense a local event. Besides the 2,000 yachts and the 20,000 people that must have been aboard these, there were visitors from all quarters of the country. Nearly every racing man of yesterday or today was on the side lines. Canada, Florida and the middle west were particularly well represented. A class of hydroplanes from the Mississippi Valley Association was one of the best features of the Manhasset Bay races.

The racing boats were all of the highest order, both in design, construction and finish. Never before have such real boats raced. The old soap box construction was entirely missing. All of the hulls complied with the letter as well as the spirit of the rule and there was no attempt on the part of any owner to enter any rule beater. The Race Committee was not called upon to decide upon any questionable design or fitting in the boats' construction.

A striking feature in connection with the racing craft was the presence of new boats. Hardly a last year's boat was entered. It was true that some of the hulls had raced before, but all of them had either been rebuilt or equipped with new and larger power plants. Most of the craft were built especially for this year's Gold Cup Regatta and embodied the latest designs which the brains of their designers could conceive. But as a rule there was nothing actually new or radical in the boats that started. Therefore, from this standpoint, the results of the races did not show much improvement over last year's boats.

Baby Bootlegger, winner of the Gold Cup race, was owned and driven by her owner, Caleb S. Bragg of New York, representing the Columbia Yacht Club. Baby Bootlegger has the same hull which won the Gold Cup in Detroit in 1924. However, this year she has been powered with a new Packard Gold Cup motor which increased her racing speed some four miles over that of last year. The hull was designed by Crouch and built by Nevins of City Island, New York. She has a length over-all of 29 feet 10½ inches, and an extreme beam of 5 feet 10 inches. The six cylinder Packard engine turns an 18 by 28 inch propeller 2,600 r. p. m.

Miss Tampa, entered by D. P. Davis of the Davis Island Yacht Club of Tampa, Florida, is a Hacker built and Hacker designed craft, having a length of 25 feet 4 inches over-all, and a beam of 5 feet 1 inch. Miss Tampa is also powered with a Packard Gold Cup motor which turns a 16 by 28 inch propeller 2,600 r. p. m. Miss Tampa in the race was driven by Dick Locke.

Baby America II was the entry of Gar Wood from the Detroit Yacht Club. This boat was designed and built by Gar Wood, Inc., has a length of 26 feet and a beam of 5 feet 1 inch. Baby America II is powered with two Miller engines each turning 13 by 16 inch propeller, 45 r. p. m. Baby America II in the Gold Cup race was driven by the famous driver, George Wood.

Horace E. Dodge Boat Works produced three craft for this year's Gold Cup race, namely, Impshi, Nuisance and Solar Plexus. All of these boats were designed by Geo. F. Crouch and all of them are practically alike in over-all dimensions, being 25 feet 2 inches on the waterline and having a beam of about 5 feet 6 inches on the chine. All are powered with Packard marine engines and they turn propellers having a diameter of 18 inches and a pitch of 27 inches about 2,600 r. p. m.

Impshi was driven by Wm. Joyce, Nuisance by Colonel J. G. Vincent, and Solar Plexus by Horace E. Dodge. Impshi was entered by the Dodge Dealer's Association, Nuisance was entered by Mrs. Delphine Dodge Cromwell, representing the Columbia Yacht Club, and Solar Plexus was entered by Horace E. Dodge, representing the Detroit Yacht Club.

At the start of the first heat of the Gold Cup race Baby Shadow immediately went into the lead and for nine of the ten laps of this race showed that she had speed considerable in excess of that of any other contestants. However, shortly after finishing the ninth lap, Baby Shadow was compelled to withdraw from the race due to engine trouble caused by the lack of oil. Nuisance, driven by Colonel J. G. Vincent, which had been running second to Baby Shadow, went into the lead which she held to the finish.

Baby Bootlegger went over the line last in the first heat, but before the race was a minute old it was evident that this boat was to be figured upon in the final results. The driving of Mr. Bragg was probably the best of any in the race and the first few laps of the first heat clearly showed that Mr. Bragg was a capable driver and would probably get more out

(Continued on page 72)

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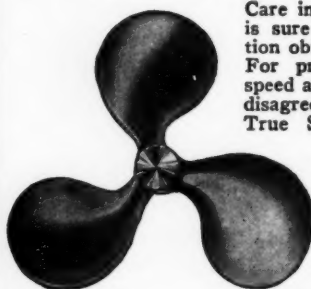
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Gold Cup Stays in the East

(Continued from page 68)

of his craft in the long run than any other helmsman. While all of the other boats raced around the turns with wide open throttle, Mr. Bragg held down Baby Bootlegger and, although losing a few seconds at the turn, was able to save considerable distance and what is more important, did not put the strain upon his power plant and auxiliaries that all the other drivers seemed to be doing.

At the end of the first heat Baby Bootlegger was in second place, Impshi in third, Miss Tampa fourth, and Miss Columbia, with L. Gordon Hammersley at the wheel, finished sixth, and Baby America II sixth. Solar Plexus, with Horace E. Dodge at the wheel, and Curtiss-Wilgold II, driven by R. V. Williams, also suffered the same trouble as Baby Shadow and were forced to withdraw from the race before the first heat was finished.

At the start of the second thirty mile heat Baby Bootlegger immediately jumped into the lead and was not headed throughout the race, although she was pushed very hard for twenty-two miles by Nuisance, which on the eighth lap was obliged to withdraw due to a broken propeller shaft. After Nuisance was withdrawn, Impshi took up the fight for first place with Baby Bootlegger, but although she failed to reach the leader, she was only three seconds behind her at the finish. The only other boat to finish the second heat was Baby America II, although Miss Tampa was on the sixth lap and running well when she was flagged in and given third place. In this heat besides Nuisance being forced out by a broken propeller shaft, Miss Columbia suffered the same fate at one of the turns. Solar Plexus also had engine trouble and withdrew. Baby Shadow and Curtiss-Wilgold II did not start in the second heat.

At the beginning of the third heat, only Baby Bootlegger, Miss Tampa and Baby America II and Solar Plexus showed up for the start. It was only necessary for Baby Bootlegger to finish among the leaders in order to hold the Gold Cup for another year, so Caleb Bragg took things rather easier, saving his boat for the Dodge Trophy race, which was scheduled for the following day. Miss Tampa, therefore, took the lead at the start and held it to the finish, followed by Baby Bootlegger over a minute astern. Baby America II came in third, another minute behind Baby Bootlegger. Solar Plexus broke a shaft in the third heat and withdrew.

As a result of the racing in the three heats of the Gold Cup race, Baby Bootlegger accumulated 1,124 points, thus winning the trophy for the Columbia Yacht Club of New York City for the second consecutive year. Miss Tampa, with a score of 945 points, was second, and Baby America II, with 873 points, was third, Impshi fourth with 685 points, Nuisance fifth with 400 points, Miss Columbia sixth with 289 points, Solar Plexus seventh, Baby Shadow eighth and Curtiss-Wilgold II ninth. (A complete summary of the times and speeds will be found on page 96).

The boats of the Miami Beach One Design Class, also known as the Biscayne Babies, furnished excellent and close competition in their four twelve mile heats. These are 18 footers of similar design and construction and were entered in the name of the various real estate companies at Miami and Miami Beach. Their power plant, 100 h.p. Scripps, stood up without fault of any kind and furnished an excellent contrast to the many breakdowns in the Gold Cup event.

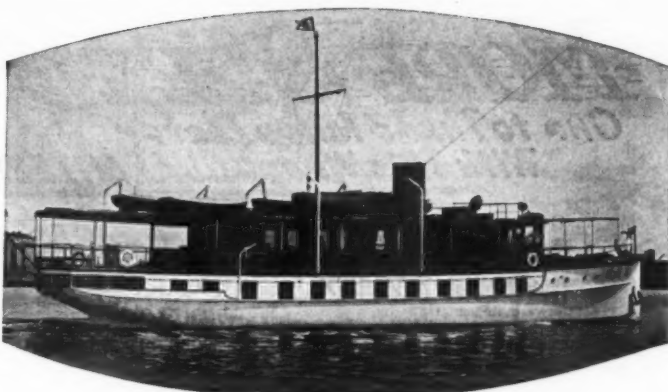
All of the boats of the Miami Beach Class were driven by amateurs in the strictest sense. They were manned by a crew of two with such men at the helm as H. Paul Prigg for Tatum Bros., Geo. McKesson Brown driving Miami Shores, Robert Breese driving Altos Del Mar, John Rutherford at the helm of Miami Riviera, W. L. Gilmore piloting Curtiss-Bright, Commander Robert Gamble controlling Venetian Islands, Nelson Doubleday at the helm of Key Largo, and George Stevens of Miami, Florida, driving his own boat.

The Miami Beach Class raced over the regular three mile Gold Cup course, each heat consisting of four laps or a total of twelve miles per heat. Excellent time was recorded, the boats showing in the neighborhood of 39 miles an hour for the course, which is excellent considering the competition.

In the first heat the boat entered by Fulford-by-the-Sea proved the winner, completing the twelve mile course in 18 minutes, 31 seconds, or 16 seconds ahead of Curtiss-Bright boat which was handled by W. L. Gilmore, Chief Engineer of the Curtiss Company. Venetian Islands, with Commander Robt. Gamble at the helm, finished in third place, followed by the boat driven by George M. Stevens. Nelson Doubleday, at the helm of Key Largo, was in fifth place, Geo. McKesson Brown, driving Miami Shores, finished sixth, and John Rutherford, directing the Miami Riviera boat, finished in seventh place. H. Paul Prigg, driving the boat entered by Tatum

(Continued on page 76)

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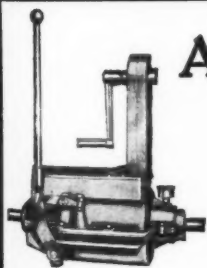
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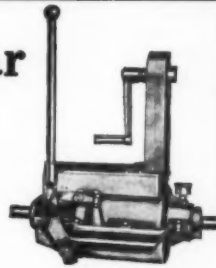
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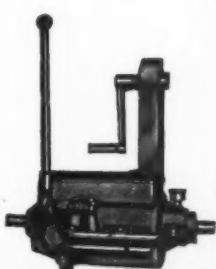
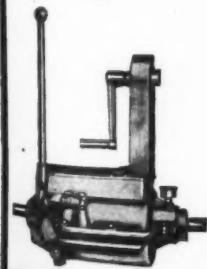
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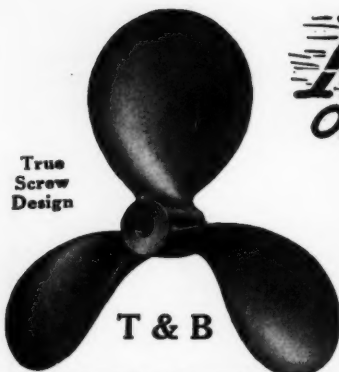
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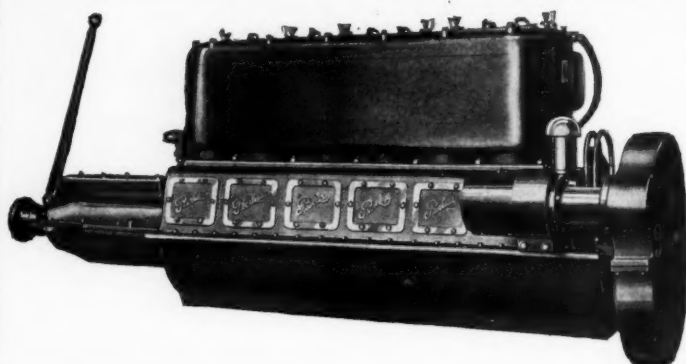
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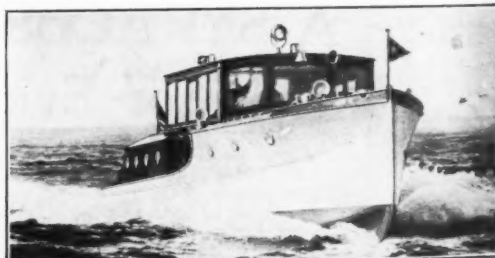
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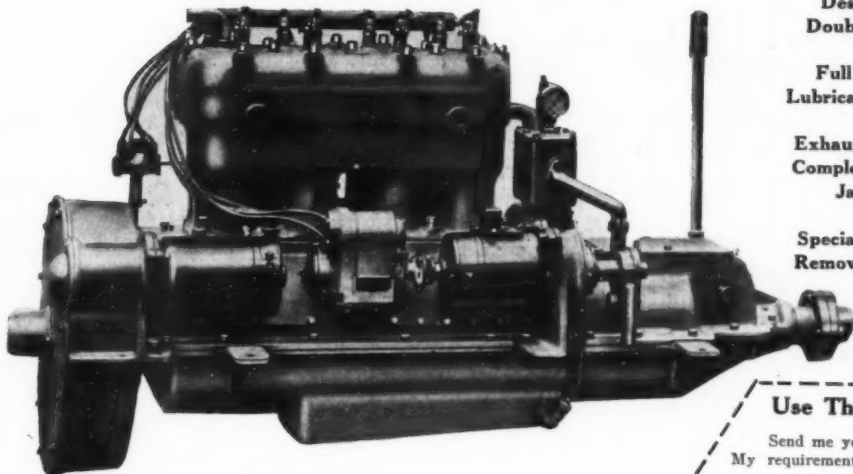
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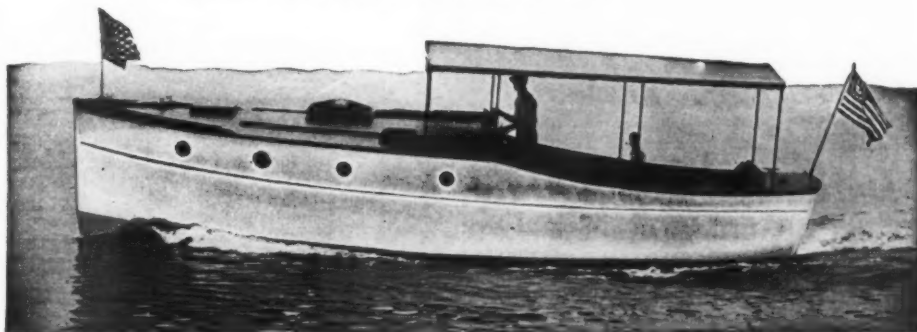
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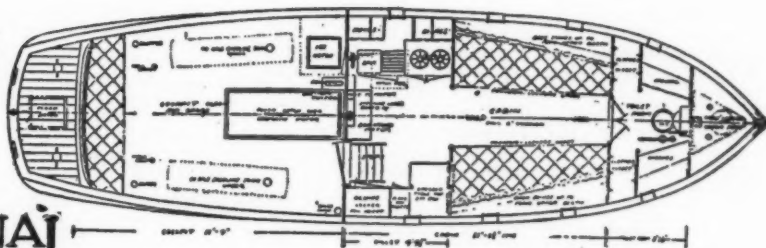


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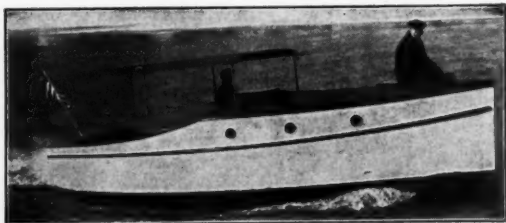
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Gold Cup Stays in the East

(Continued from page 72)

place. H. Paul Prigg, driving the boat entered by Tatum Bros., was forced out of the race on the third lap. In the last lap of the first heat the Fulford-by-the-Sea boat averaged 41.65 miles per hour, the best record of these boats during the entire meet.

In the second heat of the Miami Beach Class, Curtiss-Bright, driven by W. L. Gilmore, was the winner, finishing the course in 18 minutes 52 seconds, leading Fulford-by-the-Sea by 2 seconds. Geo. McKesson Brown, in Miami Shores, was third, Robert Gamble, in Venetian Islands, fourth, Nelson Doubleday, in Key Largo, finished fifth, and Geo. M. Stevens sixth.

In the third heat W. L. Gilmore, in his Curtiss-Bright, was again the winner, averaging 38 miles an hour for the twelve miles. Robert Breese, driving Altos Del Mar, was only a second behind the leading boat and was followed closely by Fulford-by-the-Sea in third place. Geo. McK. Brown, in Miami Shores, was again fourth, and H. Paul Prigg, in Tatum Bros., worked up into fifth place. The best Commander Gamble, in Venetian Islands, could do was sixth, and he was trailed by Nelson Doubleday in Key Largo. John Rutherford was eighth and Geo. Stevens last.

In the fourth twelve mile heat W. L. Gilmore, driving Curtiss-Bright, was again the winner, covering the twelve miles in 18 minutes 44 seconds, less than ½ second ahead of Robert Breese in Altos Del Mar. George McK. Brown finished third, and Fulford-by-the-Sea fourth. Venetian Islands fifth, Geo. M. Stevens sixth, and Nelson Doubleday seventh. H. Paul Prigg, in Tatum Bros., and John Rutherford, in Miami Rivera, also started in this heat but neither of them were able to finish.

A feature of Sunday's racing was the competition for the new trophy recently presented to the American Power Boat Association by Horace E. Dodge. This race consisted of four twelve mile heats. The entries were practically the same as those that were entered in the Gold Cup event on the day previous. Due to the fact that there were many breakdowns in the Gold Cup race, the number of boats which were able to start was very disappointing. As had been expected, Baby Bootlegger, driven by her owner, C. S. Bragg, won in four straight heats. Baby Shadow, equipped with a new Wright motor, started in the first and second heats but her speed was far below that of the day previous, and she was not able to hold Baby Bootlegger who ran away with the race with very little effort.

In the first heat for the Dodge Trophy, Baby Bootlegger and Baby Shadow were the only starters, the former winning at a speed of 47.35 miles an hour. Miss Columbia was on the starting line, but hardly had she crossed the line when her shaft broke and caused her to withdraw from the race.

The second heat of the Dodge Trophy saw four starters including the two boats which started in the first heat, and in addition Nuisance and Curtiss-Wilgold II. Nuisance lasted only one lap and the other boats finished the twelve miles at an overage speed of 47 miles an hour. In the third heat the starters were Baby Bootlegger and Curtiss-Wilgold II, the former winning in 15 minutes 30 seconds for the twelve miles, which is at the rate of 46.43 miles an hour. In the fourth heat for the Dodge Trophy the same two boats, Baby Bootlegger and Curtiss-Wilgold II started, the former winning in 15 minutes 13 seconds.

The Baby Gar Invitation race of twelve miles, open to stock Baby Gars, was won by Kroywen, owned by Wm. Ottmann of the Columbia Yacht Club, New York. Bebe, owned by S. A. Lynch, Jr., was second, and Baby Cub, owned by Howard Lyon, finished in third place. The winner's speed was 46.3 miles per hour.

In the 24 mile Free For All Displacement race, the starters were Bebe, owned by S. A. Lynch, Jr., Bobbie, owned by N. B. Woolworth, Miss Palm Beach, owned by W. J. Connors, and Teaser, owned by Richard F. Hoyt. Teaser took the lead at the start and held it to the finish, covering the twenty-four mile course at an average speed of 49.7 miles per hour. Miss Palm Beach finished in second place, averaging 49 miles an hour. Bobbie finished third.

The two heats of the Hydroplane race open to hydroplanes of the 151 cubic inch class, was a feature of the Regatta. This race was held under the rules of the Mississippi Valley Power Boat Association. The race consisted of two heats of six miles each. In the first heat, nine boats started. Little Star, entered by Waugh Bros., of Peoria, Illinois, took the lead at the start and held it to the finish, covering the six miles at a speed of 33.65 miles an hour. Myda, owned by Otto Sipe of Brooklyn, N. Y., finished second, Miss Brooklyn was third, Hadley Plane, owned by Cliff S. Hadley, fourth, E-Nee-Ma, owned by Joseph Clayton, fifth, Comet, owned by Roland Bergh, was sixth, Greased Lightning, owned by Wm. McP. Bigelow, was seventh, and Miss Quincy VII, owned by Chris

(Continued on page 80)

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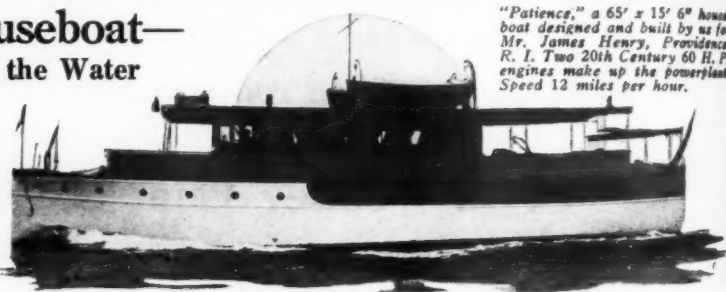
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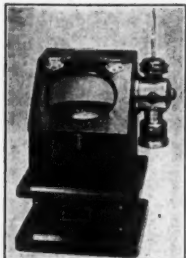
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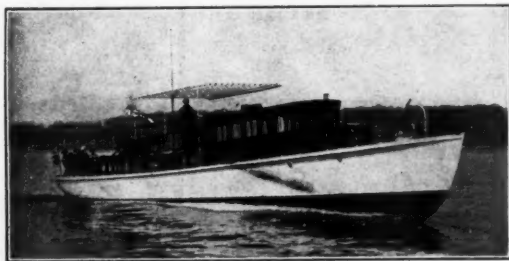
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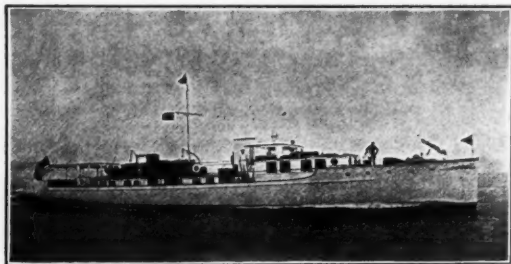
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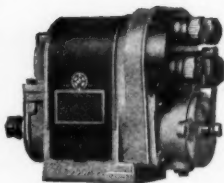
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Gold Cup Stays in the East

(Continued from page 76)

Ripp, was eighth. Miss Broad Channel did not finish the first heat.

In the second heat of the hydroplane class there were eight starters. Little Star went into the lead again. However, on the second lap Greased Lightning, with Wm. Bigelow at the wheel, took the lead but was only able to hold it for a short distance, when Myda, owned by Otto Stoye, went into the lead and held it to the finish. E-Nee-Mo came in second, Little Star third, Miss Quincy VII fourth, Comet fifth, Miss Brooklyn sixth and Greased Lightning seventh. Hadley Plane failed to finish.

The race for the International Trophy given by the National Association of Boat and Engine Manufacturers brought out six starters. This race was the last of the Gold Cup Regatta and was scheduled for 105 miles or thirty-five times around the three mile course. At the very start Teaser went into the lead and was never headed until the finish line was reached. Miss Syndicate, entered by the Dodge Dealers' Association, held second place for a short time when she was forced to give up this place to Miss Palm Beach, with W. J. Conners at the wheel. On the 16th lap Miss Syndicate was forced to withdraw due to the failure of her power plant.

Cigarette Jr., owned by L. Gordon Hamersley, also started but this boat lasted only one lap. Curtiss-Wilgold II, with R. V. Williams, made a good race for four laps when she also was towed off the course. Teaser's time for the 105 miles was 2 hours 6 minutes 25 seconds, which is equivalent to 49.83 miles an hour. Teaser, with her owner at the helm, ran an excellent race throughout, making the hairpin turns at each end gracefully and without loss of speed. The running of Teaser was commented upon by every one and the demonstration proved a fitting close to the successful regatta. Another feature of the 105 mile International Trophy race was the performance of Bobbie, entered by N. B. Woolworth of the Columbia Yacht Club. Bobbie, while outclassed in size and power by the other contestants, ran a consistent race throughout and lasted until the finish line was reached. This boat is a 30 foot Belle Isle Super Bear Cat, powered with a 6 cylinder, 200 h.p. Hall-Scott marine motor. Mrs. Woolworth rode in Bobbie during the entire race, acting as mechanic, although no service was required. Mrs. Woolworth is probably the first lady mechanic which ever sailed in a motor boat race of this kind.

In addition to the speed boat events there were classes for cruisers, express cruisers and outboard motors. A complete summary of these races will be found on page 7.

A story of the cruiser race for the Handicap Championship of Greater New York is printed on pages 24 and 25 of this issue.

The Express Cruiser Championship of America

As has always been the case when the Express Cruiser Crowd got together, a good time was had by all.

On Wednesday, August 26, there congregated at the Sachem's Head Yacht Club the express cruisers

Diana	A. B. Cartledge	Philadelphia Yacht Club
Clarella	J. H. VanSciver	Tri State Yacht Club
Adriel Too	L. M. Brooks	Sachem's Head Yacht Club
Lohara	Harris Racke	Guilford Yacht Club
Sea Crest	J. E. Davis	Middletown Yacht Club
Harpoon	M. S. Cornell, Jr.	Middletown Yacht Club
Periwinkle	G. A. Zabriski	New York City

That evening Commodore O. G. Pouch, of the Sachem's Head Yacht Club, gave a dinner to all the contestants, which was largely attended by other members of the Middletown and Sachem's Head Yacht Clubs.

The first heat was run the following day and again that evening Commodore T. McDonough Russell, of the Middletown Yacht Club, gave a dinner to the contestants, which was likewise made a considerable party by the addition of members of both clubs.

Friday, the 26th, all boats started in the second heat for Manhasset Bay.

It was evident when the rules of the American Power Boat Association covering express cruisers were changed that Harpoon, Lohara and Adriel Too, all sister ships, were handicapped clean out of the running, as the changes in the rules involved figuring express cruisers on the same basis as cruisers and did not take into consideration piston displacement but only the bores of the motors.

This meant that the trophy would go out of this district

(Continued on page 84)

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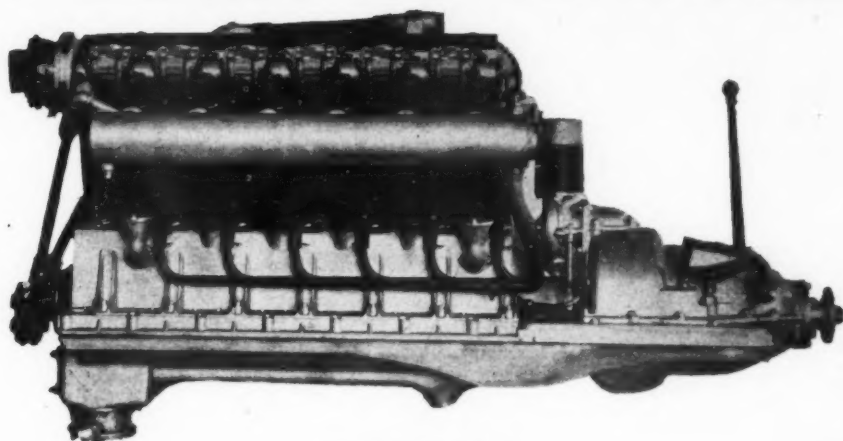
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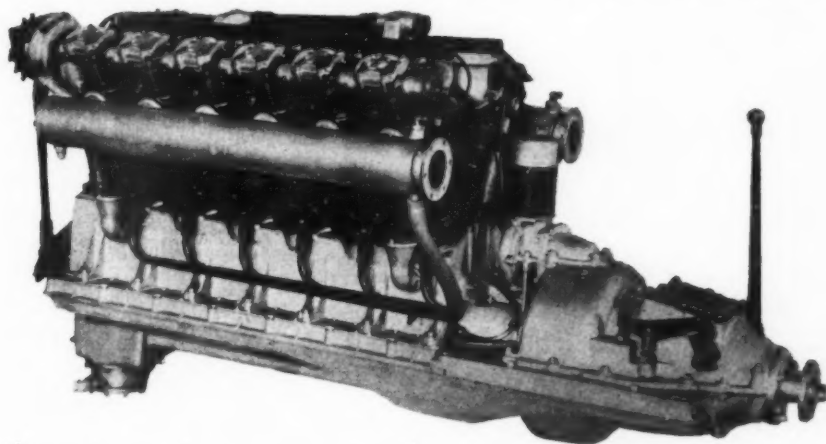
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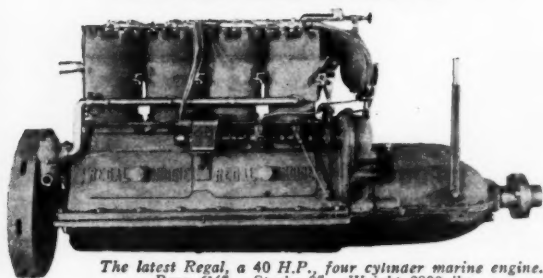
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Gold Cup Stays in the East

(Continued from page 80)

into the hands of Commodore A. B. Cartledge of Philadelphia Yacht Club without a struggle unless some changes were made on one of the local boats, so Mr. Brooks decided to change the motor in Adriel Too in the hope of retaining the trophy in Long Island Sound waters, or at least give his friendly competitor, Commodore Cartledge, a run for his money.

A 200 h.p. Hall-Scott, duplicate of Commodore Cartledge's motor, was dropped in Adriel Too this spring with very satisfactory results as to speed on the boat, which performed beautifully with the increased power. Unfortunately, she was still shy of mid-ship section in comparison with Diana and the new rating, when figured, showed that Diana still had to be allowed some thirty-two minutes for a distance of one hundred and five miles, but in spite of that the race between Adriel Too and Diana promised to be interesting, with the rest of the boats more or less evenly matched among themselves.

As usual, two or three other events were combined with the Express Cruiser Championship, including the Express Cruiser Free-for-all, open to any cruiser with a speed in excess of sixteen knots, and each of the two heats of the Express Cruiser Championship likewise were considered as separate events entitled The Sachem's Head Yacht Club Express Cruiser Handicap and the Express Cruiser Championship of Long Island Sound.

The boats Diana and Adriel Too put up a beautiful race, and Adriel Too beat Diana by some twenty-five minutes actual time, and thus won the Express Cruiser Free-for-all hands down, but was not able to overcome the thirty-two minute allowance she had to give Diana, so the coveted trophy goes to Commodore A. B. Cartledge of the Philadelphia Yacht Club. Incidentally, there is general feeling in this section that if the cup had to leave, a better custodian could not be found for it than this same Commodore Cartledge and he can rest assured that the Long Island Sound bunch will be after it next year.

The time allowance proposition was interesting from another point of view also. Mr. Van Sciver's Clarella rated as scratch boat, and after figuring the corrected times it was found that the corrected times of Diana and Adriel Too for the first heat of forty-two miles came out some fifty-one minutes, which would be equal to a theoretical speed of some fifty conversational miles per hour.

The rest of the boats' corrected times figured within some five minutes of each other and about a theoretical hour behind Diana and Adriel Too, so that with their ratings they would, in order to beat Diana or Adriel Too, have had to do the course in approximately half an hour or a rate of speed of some eighty-five miles an hour.

Even the allowance Adriel Too had to give Diana proved an impossibility, the Express Cruiser Class being limited to boats making between sixteen and twenty-two knots, and Adriel Too averaged 24 1/2 statute miles an hour from Sachem's Head to Manhasset. To win over Diana's allowance, she would have had to make over twenty-five statute miles and thereby run herself out of the Express Cruiser Class—all of which will make interesting figuring for the dopsters at the next A. P. B. A. annual meeting.

As a side light to the reliability of the modern express cruiser, it is interesting to note that J. H. Van Sciver's Clarella ran the two hundred and fifty miles from Philadelphia to New York, outside, wide open in the race of the Tri State Yacht Club, finishing at the Columbia Yacht Club, New York, Tuesday night. On the following day, Wednesday, he ran to Sachem's Head, and the two days following ran the first and second heats of the Express Cruiser Championship.

The good ship Harpoon, three times holder of the trophy, this year outthundered by the small bore motos, ran wide open in the two heats of the Express Cruiser Championship and immediately after the Gold Cup races jogged off on a ten-day cruise to Cape Cod with no more thought as to the engine than Mr. Automobile Owner would give in running his Packard around the block, and with a freedom from petty annoyances of the highway which would be an eye opener to the average motorist.

The express cruiser owners are all enthusiasts who believe they have the coming type of boat. Comfort—speed—every convenience—a long cruising radius—and their hotel with them.

Diana, winner of the express cruiser race from Sachem's Head to New York is powered with a 6 cylinder, 200 h.p. Hall-Scott marine engine. This boat is owned by Commodore

(Continued on page 90)

Evolution of the Rudder



THE early Egyptians were the first people known to steer boats with a rudder. A combination oar and tiller type rudder, better known as a stern sweep, was used. The first boats steered by the conventional rudder of today were built by the Greeks. This was long before the Viking ships of the eighth and ninth centuries. Since the days of these ancient people the rudder has not undergone any radical changes in design. And, strange to note, its function is identical with that of the early navigators.

Until the advent of the screw propeller in the nineteenth century this type rudder had served its purpose efficiently, but with the new method of propulsion it should have been abandoned as it left much to be desired in maneuvering efficiency. Today, the control of the stream forces of the propeller by the McNab Maneuvering Rudder enables the steering and maneuvering of any type of self-propelled craft in a manner never before known throughout the history of navigation.

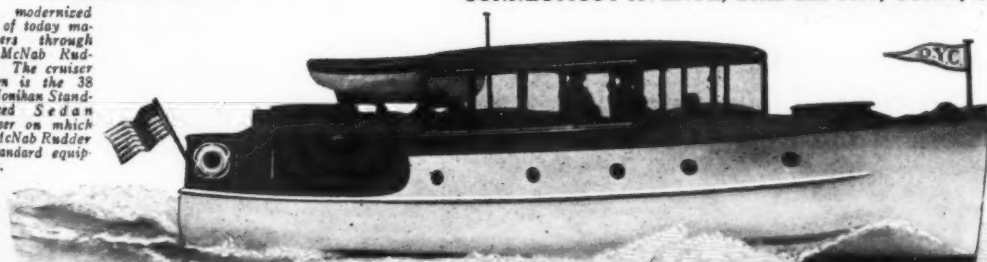
The McNab Maneuvering Rudder has already proved its value in thousands of installations. Its adoption reduces the initial cost of the powerplant as no reverse gear or reversing engine is needed. And, without altering the ahead speed of the engine or propeller the following maneuvers are readily carried out:

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MANHASSET BAY, scene of the 1925 Gold Cup Regatta, was the meeting place of America's superlative effort in the development of fine fast racing boats and motors. Neither time nor expense was spared to excel. Still, in the presence of this imposing array of boats, motors, and talent, the SCRIPPS F-6 easily proved itself the most remarkable and most consistent high speed marine engine built.

Note the performance on the official returns, of this stock engine, retailing at \$1250.00, and then compare with the results obtained from motors costing \$6000.00 and up.

As the Press Dispatches carried the message over the wires, *"The Biscayne Babies virtually saved the day in offering real competition and racing."*



In the Gold Cup Regatta a tabulation of the official returns shows 19 heats started with 10 finished, an average of 52.5%. In the SCRIPPS powered Biscayne Baby class (Miami One-Design) there were 32 heats started with 29 finished, an average of 91.5%, unquestionably the finest showing ever made in a national regatta. All F-6 engines in the Purdy boats were regular stock motors, making this showing with amateur drivers and were the identical engines which were used by professional drivers at Miami in March with a motor score of 100%.

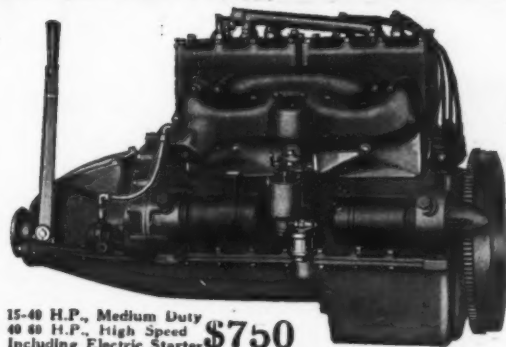
The fastest lap shown in the races by the modest cost Purdy Built Biscayne Baby was at the rate of 41.65 miles an hour. The fastest lap recorded in the Gold Race was 49 miles.

No engine built today, regardless of price, approaches a SCRIPPS in consistency, in addition to which you enjoy the limit of present motor performance in smoothness, quietness, flexibility, and all the refinements that make motor boating the fastest growing sport in the world.

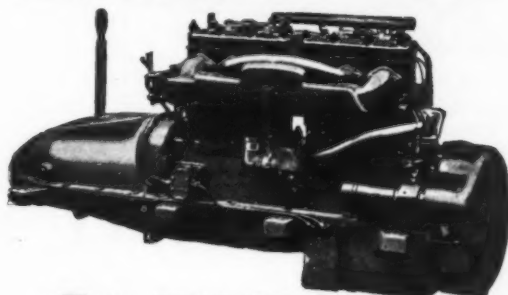
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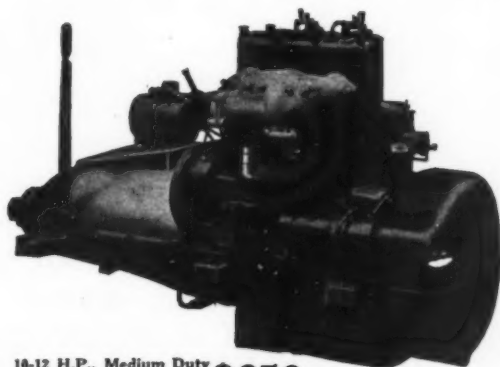
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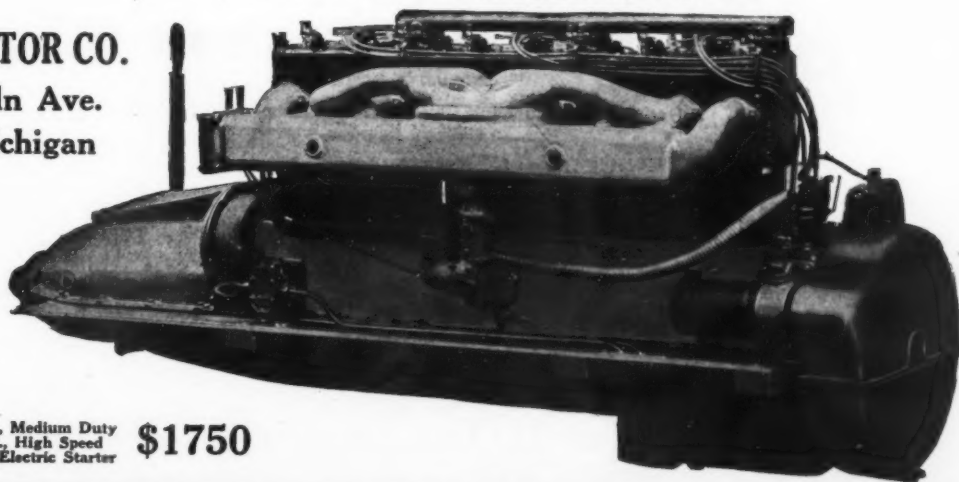
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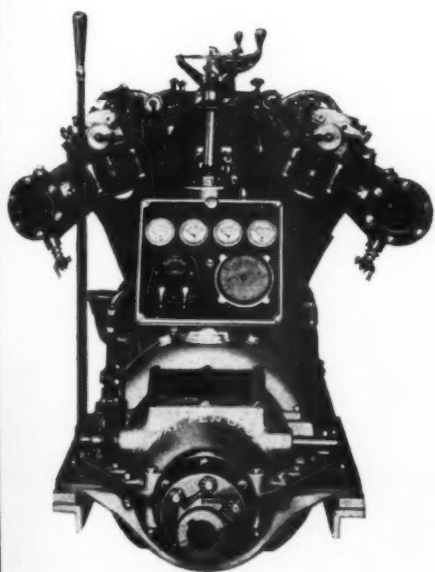
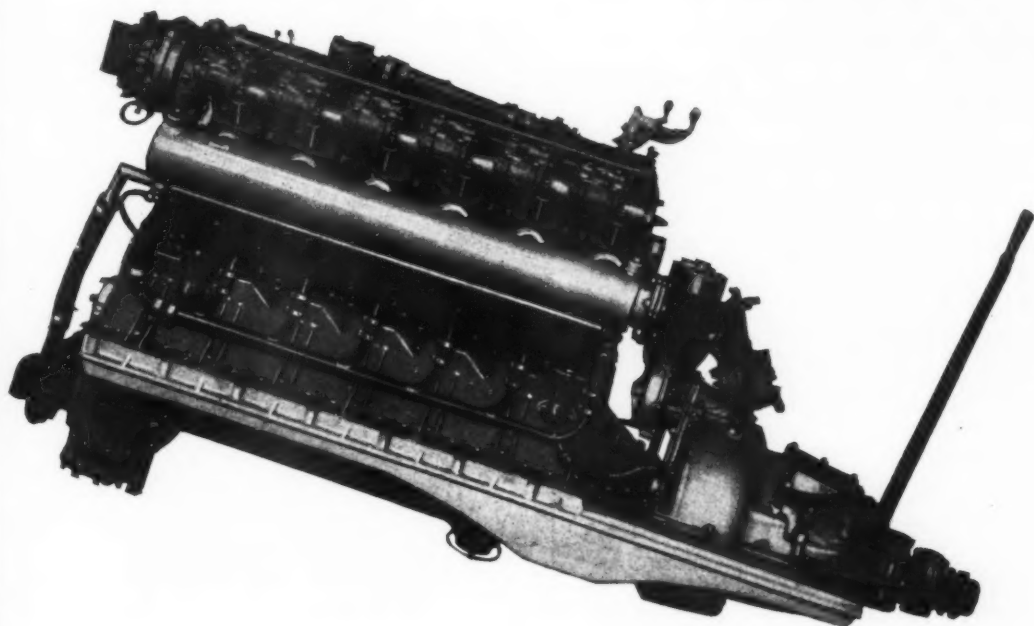
409 Connecticut Avenue, Detroit, Michigan

*Note the graceful lines of the Baby
Gar when at rest in the water*

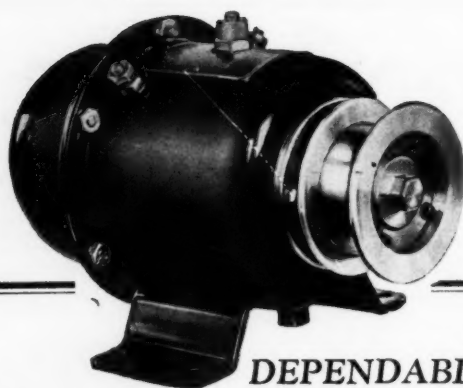


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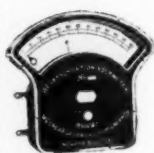
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For specific information on the Weston Model 44 Magneto, write for bulletin 3004.

Weston Electrical Instrument Corp.

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Newark, N. J.



Gold Cup Stays in the East

(Continued from page 84)

A. B. Cartledge of Philadelphia. It is 41 feet long, 8 feet beam, designed by Charles D. Mower and built by John C. Vanderslice.

Summary of these express cruiser races, held in conjunction with the Gold Cup Regatta under the auspices of the Middletown and Sachem's Head Yacht Clubs will be found on page 7.

MIDDLETOWN YACHT CLUB—EXPRESS CRUISER RACES

First Leg—Sachems to Saybrook—August 27, 1925. 36 n. miles.

Boat and Owner	Rating	Allowance	Time	Time	Pos. at Finish
Diana, A. B. Cartledge.....	44.69	1:05:43	1:57:30	51:47	1
Harpoon, M. S. Cornell.....	55.19	27:22	2:29:49	2:02:27	5
Adriel Too, L. M. Brooks.....	49.44	49:44	1:46:59	57:15	2
Lohara, L. H. Racke.....	57.25	21:14	2:20:38	1:59:24	3
Sea Crest, J. E. Davis.....	61.32	11:19	2:10:52	1:59:43	4
Clarella, J. H. Van Sciver.....	66.33	Ser.	2:02:32	2:02:32	6

Second Leg—Sachems Head to Manhasset—August 28, 1925. 55 n. miles.

Boat and Owner	Rating	Allowance	Time	Time	Pos. at Finish
Diana, A. B. Cartledge.....	44.69	1:40:24	2:49:02	1:08:38	1
Adriel Too, L. M. Brooks.....	49.44	1:15:58	2:31:35	1:18:37	2
Harpoon, M. S. Cornell.....	55.19	41:48	3:45:02	3:03:14	6
Lohara, L. H. Racke.....	57.25	32:40	3:16:08	2:43:28	3
Sea Crest, J. E. Davis.....	61.32	17:01	3:09:58	2:52:57	4
Clarella, J. H. Van Sciver.....	66.33	Ser.	2:54:53	2:54:53	5

Winners of all events held in conjunction with the races for the National Association Handicap Trophy

Boat	Owner	Event Won
Diana	A. B. Cartledge	Handicap Express Cruiser Championship
Diana	A. B. Cartledge	S. H. Y. C. Express Cruiser Handicap
Diana	A. B. Cartledge	Handicap Express Cruiser Championship of L. I. Sound
Adriel Too	L. M. Brooks	Single Engine Express Cruiser Championship (Free-for-all)
Adriel Too	L. M. Brooks	Time Prize in Handicap Championship
Adriel Too	L. M. Brooks	Time Prize in S. H. Y. C. Handicap
Adriel Too	L. M. Brooks	Time Prize in L. I. Sound Championship
Adriel Too	L. M. Brooks	2nd Place in all Handicap Events
Diana	A. B. Cartledge	2nd Place in Free-for-all
Clarella	J. H. VanSciver	3rd Place in Free-for-all
Lohara	L. H. Racke	3rd Place in all Handicap Events

The races for the boats powered with outboard motors were under the personal supervision of Brun Bekhard, who worked hard and long to make them a success. Although some confusion resulted at the start, due to many of the boats starting in the wrong classes and at the wrong time, yet this made no difference to the spectators who enjoyed the sport and exhibition intensely.

Mr. Beckhard's report of the outboard races is as follows:

Twenty-four of the thirty entries showed. Those that did not come were from the other side of the Sound and no doubt the high wind prevented their making the trip. (Officially the wind was 16 knots at 8 A. M., increasing to 29 knots at 8 P. M.)

The most important feature of the outboard field was the fact that nearly all the boats were actually outboard models. Next in importance was the increased speed shown by the new larger sized motors.

In addition to the Speedsters in the first race there were two racers and a tender from the St. Louis Meramec Canoe Co. (Meraco) and they won first place in Class A, amateur, first place in Class A, tenders and second place in Class C and the Unlimited Race.

The best time was made by a Johnson 5 h.p. motor on a V-bottom boat built by D. Kidney & Son, in the fourth race. Second best time was made by the same outfit with an amateur driver in Class C, second race. Strangely this was not a racing boat at all.

The Racine seaplane, holder of the record, was handled in her first race and out of gas in the second. The 26 foot Racine which also had a good record in the West could hardly be expected to make a showing in the high wind—and didn't. The new Evinrude boat had no chance to show what she could do, although reports indicated that

(Continued on page 120)



"Dog-Day" Waters and the No-Clog Pump

"DOG-DAYS!" Wiry, vine-like weeds; mossy water-plants, ambushed in quiet waters; mucky bottoms. Drive your new 1925 Champion EVINRUDE Sport Twin through it all! The rudder-design gear housing cleaves through all under-water growth, giving cleanest possible entrance to the propeller. The EVINRUDE No-Clog Pump (1) insures positive force-feed of water to the motor just like the pump on a fine car; (2) does it at all speeds and both in forward and reverse; (3) is the only outboard motor pump working off the vertical drive shaft, permitting a location high up out of the way of mud and sand; (4) takes water from bottom of pump-barrel only, so inlet is free from any scooping, weed-collecting action.

Nine other notable features make this the greatest EVINRUDE ever built. And the combined advantages of all of them is making this the greatest year in EVINRUDE history.

In this water-and-sand-tight housing is the only ball-bearing transmission used in any outboard motor. Less friction, more power at the propeller from the same motor. Stream-line housing lessens water resistance and serves as a rudder when coasting in with power shut off. Bottom fin or "skeg" protects propeller and motor in running over sunken logs—entire motor tilts over the obstruction. Note ideally high location of pump at the extreme forward end of housing—far ahead of all propeller action and its backward thrusting of weeds, mud or moss.

Get the facts. Send for free copy of the new 1925 EVINRUDE Year Book, beautifully illustrated with pictures of all EVINRUDE models and with color plates showing EVINRUDES on the picturesque waters of ten foreign countries. Mention if interested in our popular, easy-payment plan.

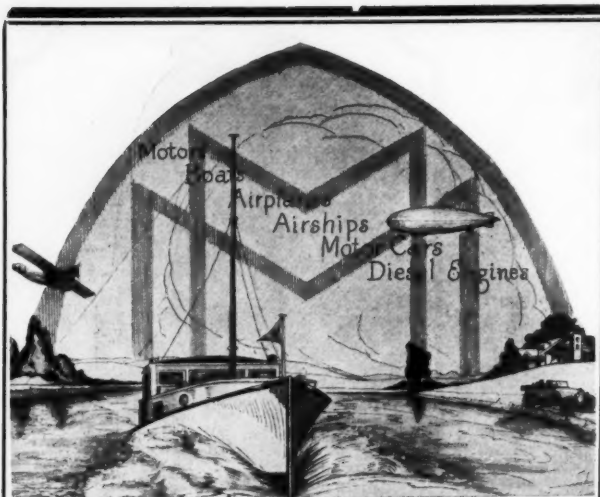
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Putting Across the World's Biggest Racing Event

(Continued from page 19)

Why do men do it? Because they like the sport and its associations. In no other way do men get into such intimate contact and learn to know one another so thoroughly, nor can they form such warm and everlasting friendships as they do in these associations. Time and again, you will hear them say, "Never again for me," yet, when the next season rolls around and a call for volunteers goes forth, responses from the same old reliables of previous seasons turn up regularly and they accept the work assigned them most cheerfully and go through with it.

No regatta of such magnitude as the recent Gold Cup Regatta was ever attempted before. Some of the recent regattas at Detroit were quite pretentious, but never were there so many events at one meet; never before were there so many entries, such extensive plans for the entertainment of guests, nor were there ever before so many yachts and visiting yachtsmen from all over the country as at this meet.

The chairman of this affair was selected more or less as a penalty to be paid by him for doing two things:

1. For having conducted the motor boat races at Detroit for a number of years previous to his removal to New York.
2. For having induced the Columbia Yacht Club members to build and send two boats to Detroit the previous year, one of which won the Gold Cup and brought it back to that club, which had donated it over 21 years ago.

At a meeting of the Race Committee of the Columbia Yacht Club on Nov. 17, 1924, the chairman of the proposed New York Gold Cup Committee was selected. After some study of the situation he presented the general plan with a tentative budget covering the approximate amount of money necessary to defray expenses if the plan outlined should be adopted. A notice of a meeting was then called for Jan. 21, 1925, at the Shelton Hotel. About 20 attended and approved the plan as presented.

The second meeting was held at the same place Feb. 10. It was attended by about fifty persons. At this meeting an organization plan was presented. This plan proposed an Executive Committee of ten members, including the following, viz.: the general chairman and two vice-chairmen; the treasurer; the secretary and the chairmen of the following committees: Race, Finance, Entertainment, Publicity and Transportation committees. There were, in addition, altogether 64 sub-committees, besides the five main committees above named. Under the direction of the chairman of the Race Committee there were 19 sub-committees; under the Finance Committee there were 8 sub-committees; under the Entertainment Committee there were 16 sub-committees; under the Publicity Committee there were 9 sub-committees; under the Transportation Committee there were 12 sub-committees. All told, there were 204 men appointed to the various committees, besides the five main committee chairmen. A few of the members served on two or three committees, but only where one committee interlocked with some other, so that they were more or less dependent upon one another for the carrying on of certain details of the work, or where some individual was better qualified to perform the duties that anybody else, due to his previous experience, his business connections or his club affiliations.

As might naturally be expected, many of the original appointees were dropped or shifted about from one committee to another as the preparations developed. If an appointee failed to do his work he was dropped. If he tried and failed to produce results, he was shifted and another was substituted. Sometimes these shifts had to be made several times before the right man was found.

It is a very delicate operation to drop or shift volunteer workers, as anybody will agree who has attempted in other organizations to do it. It was accomplished in this instance with no friction and without ill feeling, mainly because it was made plain at the very beginning and frequently repeated that nobody was expected to accept an appointment unless he was prepared to work; that there were to be no figure-heads in this affair; and further, that if anyone failed to do what was assigned to him, we would expect him to accept cheerfully the judgment of the Executive Committee as being best for the good of the undertaking, even if he was asked to resign, because there was work to be done which had to be done expeditiously and thoroughly; hence, if anyone was found to be unadaptable to the work, somebody else must take his place.

In May, 1925, another general meeting was held at the Belmont Hotel which was attended by 105 members. (Continued on page 124)



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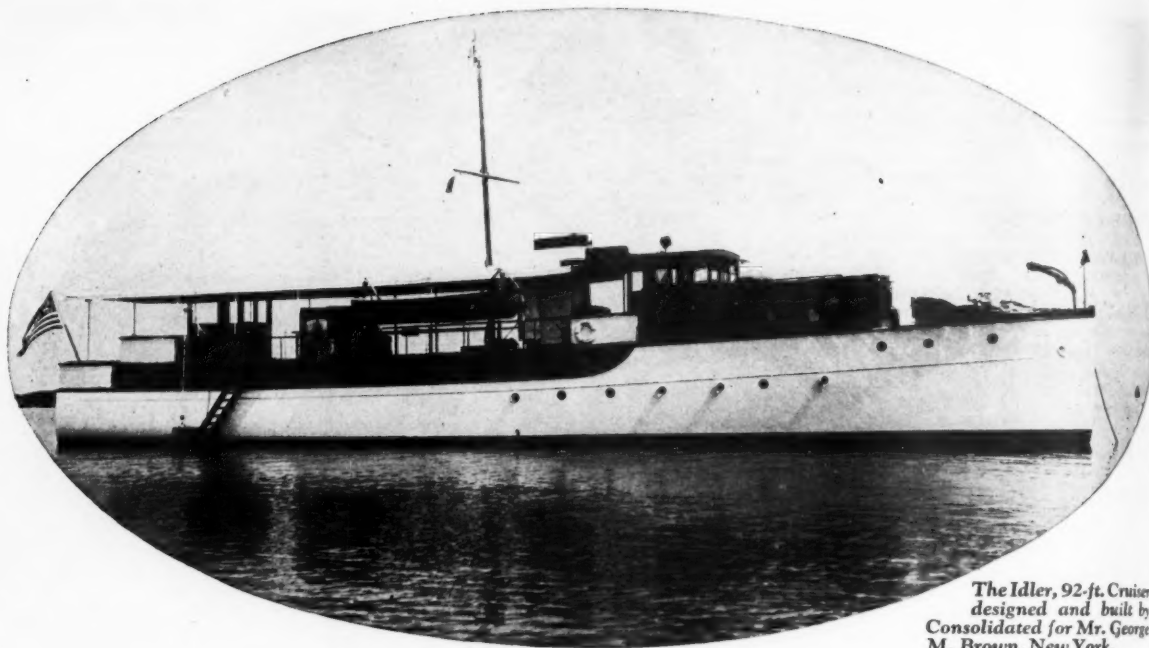
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The Idler, 92-ft. Cruiser
designed and built by
Consolidated for Mr. George
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A Notably Fine Cruiser designed, built and powered by Consolidated

THE IDLER, illustrated on this and also facing page, can be taken as an example of Cruiser design and construction at its latest and best.

Evidences of *Consolidated quality* are plainly visible throughout this boat—first of all in its sheer beauty, then in its impressive strength; and finally in many small but important details which mean lasting satisfaction and comfort for owner, guest and crew.

SINCE THE entire boat was under direct supervision of Consolidated, opportunity was allowed their artisans to embody a craftsmanship which is the result of more than forty years' experience in the development of fine pleasure craft and their propelling machinery.

Perhaps the most distinctive feature of this Consolidated design is the unique layout, affording accommodations for an owner's party of eight. Consolidated decorators created the charming interiors.

TWO MODEL R SPEEDWAYS, the installation which has proved wonderfully successful in so many similar boats, give the Idler a speed of 18 miles per hour. The boat has a cruising radius of about 400 miles before a new supply of gas need be taken on.

Yachtsmen are well aware that Cruisers like the Idler do not come from any save the largest and best equipped yards, and that "Consolidated designed and built" is the finest remark that can be made about any pleasure boat.

We will be pleased to submit designs of a Cruiser or other class of fine boat at your convenience. Contracts entered now mean delivery at the beginning of the season next spring.

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Builders of
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Playboats



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The owner's stateroom, light, spacious and comfortable



Large cabin adapted to all-year usefulness—cruising in Northern waters during Summer, and in Southern waters during Winter

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Gold Cup Regatta

Summary of Results

Twenty-third Annual Gold Cup Race, August 29, 1925—3 heats of 30 miles each.

Boat	Driver	Owner	Time 1st Heat	Time 2d Heat	Time 3rd Heat	Speed 1st Heat	Speed 2d Heat	Speed 3rd Heat	M.P.H. for Course	Speed Best Lap	Pos. Win
G5 Baby Bootlegger	Caleb S. Bragg	Caleb S. Bragg	37:11	37:11	39:51	48.4	48.4	45.2	46.43	49.5	1
G10 Miss Tampa	Dick Locke	D. P. Davis	38:27	—	38:57	46.8	—	46.2	46.5	47.9	2
G32 Baby America II.	George Wood	Gar Wood	—	40:17	40:59	—	44.67	43.9	44.27	46.1	3
G33 Impahi	Pierre Joyce	Dodge Bros. D. A.	37:16	37:14	—	48.3	48.35	—	48.32	49.7	4
G9 Nuisance	Col. J. G. Vincent	Delphine Dodge Cromwell	36:46	—	—	49.0	—	—	—	49.5	5
G1 Miss Columbia	L. Gordon Hamersley	Miss Columbia Syn.	37:53	—	—	47.3	—	—	—	48.1	6
G31 Solar Plexus	Horace E. Dodge 2d	Horace E. Dodge	—	—	—	—	—	—	—	48.3	7
G7 Baby Shadow	Vic Kleisrath	Carl G. Fisher	—	—	—	—	—	—	—	49.95	8
G52 Curtiss-Wilgold II.	R. V. Williams	R. V. Williams	—	—	—	—	—	—	—	48.35	9

Fastest Heat (30 miles) was made by Nuisance. Time, 36:46. Speed, 49 m.p.h.

Fastest Lap (3 miles) was made by Baby Shadow. Time, 3:36. Speed, 49.95 m.p.h.

*Running when first boat finished. Flagged in.

Miami Beach One Design Class—4 heats of 12 miles each, August 29 and 30, 1925.

Boat	Owner	Time 1st Heat	Time 2d Heat	Time 3rd Heat	Time 4th Heat	Speed 1st Heat	Speed 2d Heat	Speed 3rd Heat	Speed 4th Heat	Best Lap	Pos. Win
12 Tatum Bros.	D.N.F.	D.N.S.	19:11	D.N.S.	—	—	—	37.5	—	38.45	9
13 Miami Shores	21:37	18:57	19:08	19:03	33.3	38.0	37.6	37.8	—	38.25	3
14 Altos Del Mar	D.N.S.	D.N.S.	18:57	18:44	—	—	38.0	38.4	—	38.65	6
15 Miami Rivera	21:45	D.N.S.	20:58	D.N.F.	33.1	—	34.35	—	—	34.55	8
16 Curtiss Bright	18:47	18:52	18:56	18:43	38.4	38.2	38.03	38.4	—	39.05	4
17 Venetian Islands	19:31	19:36	19:31	19:35	36.9	36.75	36.9	36.8	—	37.4	5
18 Key Largo	20:00	20:14	20:27	20:38	36.0	35.6	35.2	34.9	—	36.25	7
19 G. M. Stevens	19:38	25:13	22:14	19:37	36.7	28.5	32.4	36.7	—	37.2	2
20 Coral Gables	D.N.S.	D.N.S.	D.N.S.	D.N.S.	—	—	—	—	—	—	10
21 Fulford	18:31	18:55	19:07	19:18	38.9	38.1	37.7	37.3	—	41.60	2

Fastest Lap (3 miles) was made by Fulford, No. 21. Time, 4:19. Speed, 41.65 m.p.h.

Fastest Heat (12 miles) was made by Fulford, No. 21. Time, 18:31. Speed, 38.9 m.p.h.

Baby Gar Invitation—1 heat of 12 miles—August 29.

Free-for-All Displacement—1 heat, 24 miles. August 29.											
Boat	Owner	Time	Best Lap	Speed	Position Won	Boat	Owner	Time	Speed	Best Lap	Points Won
Bebe	S. A. Lynch, Jr.	15:54	45.95	45.22	1	Teaser	Richard Hoyt	28:59	49.7	51.55	400
Baby Cub	Howard W. Lyon	15:56	46.05	45.2	2	Miss Palm Beach	W. J. Connors	29:22	49.0	50.25	361
Kroywen	Wm. Ottman	15:33	47.05	46.3	3	Bibbie	N. B. Woolworth	Flagged	—	47.05	324
						Bebe	S. A. Lynch Jr.	Out 1st lap	—	—	—

Dodge Memorial Trophy—4 heats of 12 miles, August 30, 1925.

Boat	Driver	Owner	Time 1st heat	Time 2nd heat	Time 3rd heat	Time 4th heat	Speed 1st heat	Speed 2nd heat	Speed 3rd heat	Speed 4th heat	Speed Best Lap	Pos. Win
Miss Columbia	L. G. Hamersley	Miss Columbia Syn.	Out	—	—	—	—	—	—	—	—	—
Baby Bootlegger	C. S. Bragg	C. S. Bragg	15:12	15:16	15:31	15:13	47.35	47.2	46.43	47.3	48.35	1
Baby Shadow	Vic Kleisrath	C. G. Fisher	15:47	17:05	—	—	45.6	42.15	—	—	46.3	3
Nuisance	Horace Dodge	D. D. Cromwell	—	15:18	15:33	15:20	—	47.4	46.3	47.0	47.65	2
Curtiss-Wilgold II	R. V. Williams	R. V. Williams	—	—	—	—	—	—	—	—	—	—

Fastest Heat (12 miles) was made by Baby Bootlegger, Time, 15:13; Speed, 47.35 m.p.h.

Fastest Lap (3 miles) was made by Baby Bootlegger, Time, 3:43; Speed 48.35 m.p.h.

151 Cubic Inch Hydroplanes—2 heats of 6 miles each—August 30, 1925

Boat	Owner	Time 1st heat	Time 2nd heat	Speed 1st heat	Speed 2nd heat	Speed Best Lap	Total Points	Pos. Win
B-4 Comet	Roland Bergh	12:45	15:27	28.2	23.4	28.2	36	6
B-6 Miss Quincy VII.	Chris. Ripp	13:49	14:37	26.0	24.6	26.3	37	5
B-7 Hadley Plane	C. S. Hadley	11:34	D.N.F.	31.1	—	31.7	25	7
B-8 Greased Lightning	Wm. McP. Bigelow	12:54	22:10	27.9	16.3	30.3	28	8
B-20 E-Nee-Mo	Joseph Clayton	12:03	12:15	29.8	29.4	29.9	120	3
B-30 Miss Broad Channel	Broad Channel Y. C.	D.N.F.	—	—	—	—	—	—
B-38 Little Star	Waugh Bros.	10:42	12:41	33.65	28.4	33.85	250	2
B-50 Miss Brooklyn	Adolph Gobel	11:33	18:09	31.2	19.9	31.45	66	4
B-24 Myda	Otto Stoye	11:26	18:52	31.5	30.3	31.65	300	1

Fastest Heat (6 miles) was made by Little Star; Time, 10:42; Speed, 33.65 m.p.h.

Fastest Lap (3 miles) was made by Little Star, Time, 5:19; Speed, 33.85 m.p.h.

International Trophy Race—1 heat of 105 miles.

Boat	Driver	Owner	Speed Best Lap	Time	Speed	Pos. Win
Teaser	Richard Hoyt	Richard Hoyt	52.85	2:06:25	—	1
Miss Syndicate	Horace E. Dodge	Dodge Dealer's Association	51.25	Out 27 lap	—	2
Miss Palm Beach	W. J. Connors	W. J. Connors	50.8	Flagged 35 lap	—	3
Curtiss-Wilgold	R. V. Williams	R. V. Williams	45.5	Out 5 lap	—	5
Bobbie	J. A. Johnston	N. B. Woolworth	36.15	Flagged 25 lap	—	3
Cigarette, Jr.	L. Gordon Hamersley	L. Gordon Hamersley	—	Out 2 lap	—	6

Riverside Yacht Club—James Craig Trophy Race

Essington to Manhasset Bay, August 25, 1925 217 nautical miles

Boat	Owner	Rating	Allowance	Elapsed Time	Corrected Time	Position at finish
Elizabeth II	Russell Bros.	30.64	6:46:11	28:26:15	21:40:04	2
Elenor	W. MacFeters	32.45	5:07:03	35:13:00	30:05:57	3
Salome	Craig Bros.	32.79	4:49:44	27:37:40	22:47:56	5
Quaker Lady	J. F. Pollard	33.45	4:17:52	26:53:17	22:35:25	3
Calumet	E. H. Brooks	36.17	2:15:37	28:10:15	25:54:38	6
Jeanne II	Wayne Barker	39.77	Scratch	19:53:05	19:53:05	1
Ballantrae	Robt. C. Roebing	33.33	4:23:33	27:00:43	22:37:10	4

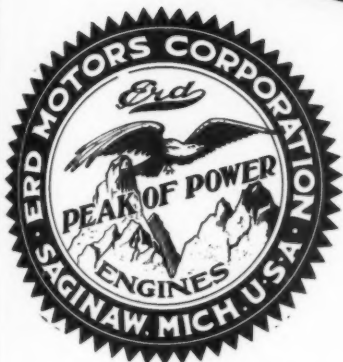
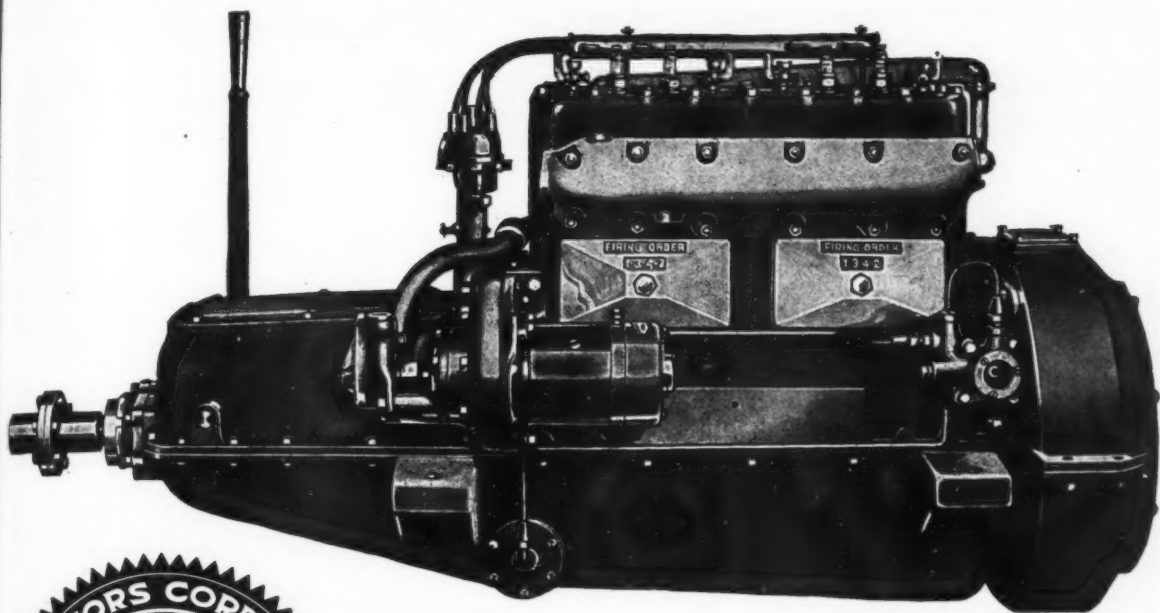
Tri State Yacht Club

Cruiser Race, Essington to New York. August 24, 1925 200 miles

Boat	Owner	Rating	Allowance	Elapsed Time	Corrected Time	Position at finish
Clarella	J. H. Van Seiver	87.3	Scratch	13:28:10	13:28:10	3
Eugenia II	Eugenia Swayne	37.72	12:33:00	27:18:00	14:45:00	4
Katherine R.	J. H. Kerr	38.22	12:16:00	23:34:15	11:18:15	1
Josephine	Chas. Walker	38.62	12:02:00	24:59:30	12:57:30	2
Sarah Jane	Wm. Chambers	34.23	14:45:00	—	D.N.F.	—
Lucinda	C. G. Roberts	53.13	6:09:00	—	D.N.F.	—

First Prize: Event 1A Class A won by Katherine R. Second prize won by Josephine.
First Prize: Event 1A Class B won by Eugenia. First prize Express cruiser class won by Clarella.
Time prize won by Clarella. Combined first prize events 1A and 1B won by Clarella.

For other data of Gold Cup Races see also pages 13-14-15-16-17-18-19-24-25-70 and 82



"Mr. Munro landed with his boat at our wharf this morning, and the writer had the pleasure of a spin in the harbour with her. She sure can travel. She is a 21 ft. by about 6 ft. beam. Hand "V" bottom, and travels better than 23 miles per hour. The lack of vibration is amazing and she purrs along with a velvety smoothness which the hard-headed marine engine expert would not credit, unless he had the good fortune to sit behind an 'ERD' in action.

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Yours for the Asking—

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We have an agency proposition for boat builders and dealers that is based on real factory co-operation, sound business policies and attractive sales possibilities. Write for full information about our new sales plan.

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Almost every day we receive letters from power boating authorities complimenting us upon the marvelous performance of boats equipped with the S-4. Never before has a marine motor been designed and built to deliver such surprising results—not only in speed,

but in vibrationless operation, amazing acceleration, dependability, smooth running qualities and economy.

As the commodore of one of the largest yacht clubs in America says: "For years I have been expecting some engine manufacturer to get out of the rut and bring out a motor like the S-4, which I consider by far the best motor in its class. You have embodied many long-needed features and the results can be expected to revolutionize the standard of performance by which boats are judged. As soon as boat owners wake up to the fact that the Erd S-4 is really in a class by itself, you can expect to find this motor easily leading them all."

Massive, three-bearing, CHROME NICKEL STEEL, crankshaft.

Largest bearings of any motor its size. End play adjustment for crankshaft—the only marine motor so equipped.

Lubrication — full force feed system by internal gear pump through HOLLOW CAMSHAFT and DRILLED CRANK-SHAFT to all bearings.

Main bearings, connecting rod bearings, and even camshaft bearings bronze back, nickel babbitt lined type.

Main bearing studs, connecting rod bolts, even cylinder head studs, nickel steel, heat treated.

Extra large valves of nickel steel alloy. Hollow valve tappets, easily removable without disturbing valves.

Bronze gear water pump with salt water fittings throughout, bronze shaft running on ball bearings.

Most efficiently designed hot-spot manifold. Adjustable leak-proof stuffing box.

PARAGON REVERSE GEAR, nickel steel shaft, running on double row annular and thrust bearings. Stuffing box.

All working parts completely inclosed. No oil leaks.

Not a single grease cup on the whole motor.

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22½ H.P. at 1000 R.P.M.

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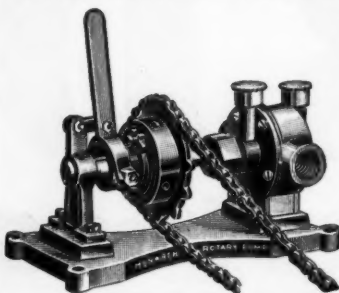
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By Water Ways to Gotham

(Continued from page 23)

didn't I come right out and admit that I had a carload of stuff hidden out in the woods and be done with it? Now that was an article I could peddle to them every day of the week and twice on Sunday, 'specially if it was some of the real thing from over the line.

My attempt to lend verisimilitude to my story by a carefully charted account of my run in past the old wreck gave them their chance to nail the yarn for good. Each of them hammered away at a spike of his own, but the one which stilled my final flutter was a flat-footed assertion that the wreck was high and dry in ordinary weather, while with a gale from the south blowing no boat ever built could be kept from smashing upon rocks that were planted so thick that they would reduce a sturgeon to fish-balls and caviar in the flip of an eel's tail. Dead fish were left stranded on the rocks after every storm, but always too much hashed to do for market.

I threw up my hands at that and told the now considerable mob of skeptics that I was going back to look after my boat and that if they didn't believe I had a boat they could come along and see her with their own eyes. The movement to adjourn to the western shore was carried by acclamation, but with many knowing grins and winks indicating that it was booze rather than boat which was expected to materialize at the end of the pilgrimage. They were ready enough to believe that I had run the reefs of the Eighteenth Amendment, but not those of the Mille Coquins.

A grassy path to the mouth of the little river led back to the shore in half the distance I had traversed in working through the woods. The sight of my good little boat cocked up on the crest of the sand-spit changed a crowd of scoffers to a council of very practical and sympathetic friends. All of them fishermen, and therefore sapient of the ways of wind and water with small boats, they were not inclined to be censorious over my failure to locate and make the easier landing offered by the mouth of the little river. They knew perfectly well that nothing but luck had brought be in through the rocks, but they also appreciated what a toilsome grind it had been to keep the boat from burying in the sand and finally to work her out onto the beach. What they never did cease puzzling over, however, was the fact that so small an open boat had survived to run through and across the Mille Coquins in a blow that had been heavy enough to make them prefer to abandon many hundreds of dollars' worth of fish rather than try to lift their nets while it lasted.

In the matter of getting my boat around to the shelter of Naubinway Bay it appeared that I had the choice of two alternatives. One was to hang on where I was until the weather became normal; the other involved launching the boat just as soon as the sea was down enough to make it practicable. As the former, though palpably the more conservative plan, meant a wait of three or four days and the dragging of the boat across the hundred yards or more of sand that would be uncovering as the wind-blown tide receded, I plumped for the course that promised less suspense and more action. The fishermen thought that conditions might be propitious for the attempt by the next morning. Two of them offered to come back to lend a hand with the launching, while another pair volunteered to run around with their launch to stand by in case of trouble. I thanked them all and said I would let them know if I was going to need their help. The mess was of my own making and I was anxious to get out of it by my own effort if at all possible.

The wind fell off materially in force all through the night, but there was still enough and to spare to keep the mosquitoes under cover. I slept like a log from an hour after sunset until daybreak, more than making up for my broken rest of the night before. The first light of another clear morning showed the water a foot or more below the level at the time of my landing, but with a dozen lines of breakers still running and white-caps showing to the far horizon. Confident that the boat was equal to anything in the way of seas running in deep water once she was beyond the surf, I decided to try my luck at a launching without further delay.

With hard sand sloping all the way to the water's edge it was no great task to lay skids and rollers and run the boat to the spent line of broken froth that marked the beginning of the surf. Leaving her grounded just enough to keep from swinging, I brought down my outfit, an armful at a time, and loaded up. Dragging her out as the draught increased, she was afloat and ready to push off when the load was all stowed and the engine reclamped to its place on the stern.

After the deluge of water and sand it had received I had little hope of getting the motor to start again without a general overhauling, and in any event not quickly enough to be of use in driving the boat out against the breakers.

(Continued on page 102)

As you read Lewis R. Freeman's gripping story, "By Waterways to Gotham," in this issue of Motor Boating, remember it was *Elto*—the Fast Light Twin Outboard Motor that alone drove his 18-ft. skiff those 2,000 thrilling miles "from Milwaukee to the Sea."

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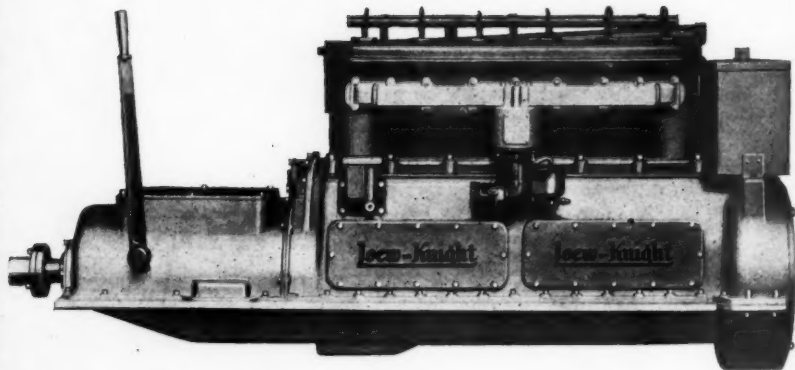
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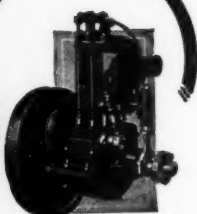
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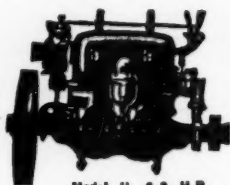
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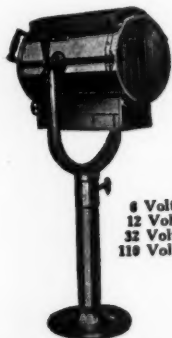
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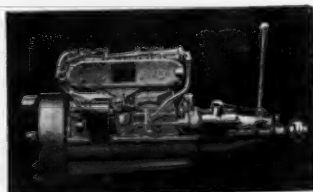
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By Waterways to Gotham

(Continued from page 98)

Even had I been sure of setting it spinning at a touch, I would have been reluctant to risk smashing it by running before I was clear of the shallows and the rocks. I felt fairly confident of being able to clear the surf with the oars, and in this I was not disappointed. With the damaged spray-hood repaired and stretched again, the water thrown back as the bows were driven through the breakers was deflected so as to leave the boat comparatively dry. Good sharp pulling to keep from being swept back and swung broadside to the rollers was about all that was necessary. Between waves I could take my time and maneuver to avoid the rocks.

Inside of ten minutes I was beyond the outermost of the lines of regularly breaking waves, but with solid white water showing in boiling patches at a number of points ahead it remained to be seen whether a channel could be found inside of them. Twice or thrice after turning south to double the point I was blocked by reef barriers and had to head back lakeward in search of deeper water. Finally a lane of heaving green, broken only by white-caps, began to open up, offering a chance to try out the motor.

Sobs and snorts and strange gasoline-charged oaths of mechanical protest were all the responses the spun flywheel evoked until the last of the water was worked from the cylinders. With that off its chest, the old familiar pop resumed, sharp staccato, pingingly purposeful, with never a pause or a skip. For a minute or two there was an obligato of grinding gravel running through the gasoline chorus; then the last of the swallowed sand was spat forth or pulverized to innocuousness. With all traces of indigestion over, my plucky little kicker was back on the job again with both cylinders.

It was lively going, once I had turned far enough to bring the waves beam-on, yet dry almost to dustiness compared with what had happened to me when I wallowed in the troughs two days previously. Small patches of shoals and isolated rocks were the worst trouble, and on the very openest course I could pick I had repeatedly to shut off and tilt the motor to save it from a collision. I could have avoided the worst of this danger by going a mile farther out, but that would have taken me beyond the little island with its long tail of reef and into much rougher water. I had all of this that I wanted once I was off the point and from there on the bailing bucket was in steady use until I was inside of the crumbling breakwaters of old Naubinway Harbor. Running in past a row of fishing craft tied up along a rotting crib pier, I threw my mooring lines up into the welcoming delegation thronging the inner landing and came to rest with the bow burrowing deep into the ancient ooze of slabs and sawdust that formed the bottom of the bay.

A half land-locked bay looped in by a rocky, tree-clad point, a row of weather-beaten shanties straggling along a grassy road, a gigantic sawmill in the last stages of dilapidation—that was all that was left of the glory that was Naubinway, once the banner town of the roaring lumbering days of the north coast. Nothing but blackened foundations remained of the First National Bank, the Thalia Opera House, the big department store and a score or so of saloons and dance halls. The present inhabitants were all fishermen living in rough but picturesque little shanties that had sprung, phoenix-like, from the ashes of repeated conflagrations. With each rebuilding less pretentious and more makeshift than its predecessor, most of the present structures nestled in the heart of diminishing squares and rectangles of former foundations. The enormous tumble-down sawmill seemed to loom at the focus of every vista, both of reality and of fancy. It had been the Alpha and the Omega of Naubinway. Its building had marked the beginning as its ruin had marked the end. When King Lumber tottered from his throne on the Michigan peninsula his viceroy, the sawmill, died of starvation.

With the lake still too rough to make it practicable for the fishermen to go out to lift their nets, it appeared probable that two or three days would elapse before navigational conditions would be favorable for the resumption of my voyage. Art Turner, fisherman, farmer, storekeeper and boniface, came down to announce that a room had been prepared for me in his hotel, but a fish-house on the jetty offered a refuge more convenient to the boat in case the wind hauled far enough easterly to begin to blow into the bay. The French-Canadian owner of the shack very kindly ditched a case of under-iced fish that had missed the last shipment before turning the place over to me. I could hardly have expected him to do the same with the keg of amber-colored fish-gut blubber and the two cans of sturgeon roe that would be worth five dollars a pound when it reached New York to be made into imported Russian caviar of the inimitable Aral Sea early spring vintage. With the fresh lake wind pouring through

(Continued on page 104)

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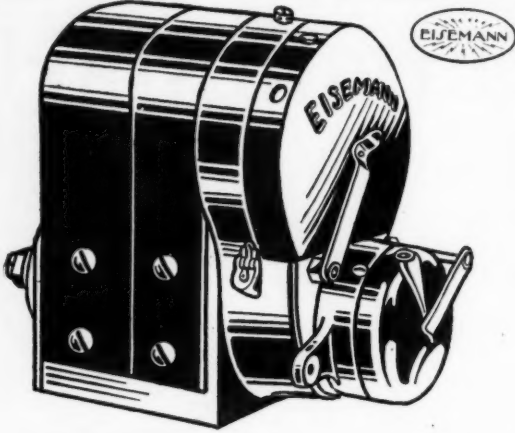
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By Water Ways to Gotham

(Continued from page 102)

the cracks the little shack was comparatively fresh and fragrant—as fish-houses go, that is.

There was no barometer in Naubinway, the place of that instrument as a forecaster of weather appearing to be largely supplied by the feel-in-the-bones, especially those of the skelton of a rheumatic French-Canadian half-breed woman named Gabrielle. In giving advance news of major meteorological disturbances the twinges of old Gaby's rheumatiz had no near rival. For registering the intensity of a storm already raging, however, there was an alternative check. While the quiet waters of the sheltered inner harbor gave little idea of the force of the blow outside, it was claimed this was accurately indicated by the roar of the surf breaking on the rocky shore between the beach at which I had landed and the end of the point. So long as this was louder than a distant mutter it was deemed too rough to lift nets except to save them from destruction. This sound-of-the-surf test, my fishermen friends agreed, would be a safe touchstone by which to decide on a favorable time for my departure. While the two-mile-distant roar came throbbing through the woods, they said, I would be better off in port. When it died down completely I would be quite safe in pushing on to Mackinac.

Most of the fishing boats remained at their moorings the day of my arrival at Naubinway. The two or three which ventured out returned to report badly damaged nets, with most of the fish that had not escaped either dead or too badly bruised to be marketable. Among the catch brought in was a young sturgeon, which Mrs. Art Turner promptly pounced upon to cook for my supper. It had a rich if somewhat strong flavor, though my unpiscatorially sapient palate failed to discover anything in the oily cutlets which would justify the high premium sturgeon brings in the New York and Chicago markets over whitefish and lake trout.

The counter of Art Turner's store had once been the bar of the saloon and dance hall called The Lumber-Jack's Luck. Not all lumber-jacks were lucky there, however, as I learned in listening to the chatter of a garrulous old Frenchman called Bateese, who had accepted my invitation to wolf a dish of Mrs. Turner's home-made strawberry ice cream across the scarred black walnut slab of hallowed memory. Bateese himself had had an ear chewed off while rolling in a rough-and-tumble in the sawdust of that very floor, but this was nothing—"pouf a leetle bite of flea"—to what happened to Big Mouth Flannigan the time he gave the great push-slide to Mimi, the dance girl.

Mimi was the most loved siren of her day in the lumber camps of the north coast, partly because of her personal pulchritude, but principally on account of a number of ingratiating little ways and tricks she had which especially endeared her to the heart of the timber-jack. The most famous of these was a literal form of timber-cruising, in which Mimi allowed the patrons of the house to slide her plump and pleasing anatomy on the polished bar. Distance was the essence of the competition, with the high men receiving a graduated number of kisses from Mimi's pink lips, while the low men paid for the drinks at a rate which allowed the girl a fat rake-off.

It appears that the chivalrous French-Canadians, for whom the engaging little game had been originally invented, had always taken the greatest care to play in a way calculated to bruise to a minimum, both the maidenly feelings and the maidenly form of the gentle Mimi. Others were inclined to be less considerate and the most un-Bayard-like of the lot was the wild Irishman, Big Mouth Flannigan, the fighting bully of a near-by logging camp. Flannigan had gained his nickname from the fact that he had a spread of jaw wide enough to allow him to pick his teeth with a cant-hook. Where an ordinary man in a rough-and-tumble had to content himself with nipping off no more than a nose or an ear, Big Mouth had simply to open up his cavernous jaws to be in a position to masticate the whole side of an antagonist's face.

Now that was all right in itself, according to the Frenchmen. Since all was fair in a lumber-jack's fight, if *le bon Dieu* had seen fit to provide one man with better weapons than those of his fellows, it was that man's fortune not his fault. But where Big Mouth transgressed was in extending his cave-man methods to the flower-like Mimi. They had no legitimate objections, they admitted, when the big Irishman shuffle-boarded Mimi the whole length of the bar and off onto the ice-box at the other end. That was all in the game. Moreover, seeing that this particular push had broken all existing broad-slide records, they could not conscientiously hold that Big Mouth was guilty of serious dereliction in lingering overlong in the collection of his legitimate reward.

(Continued on page 106)

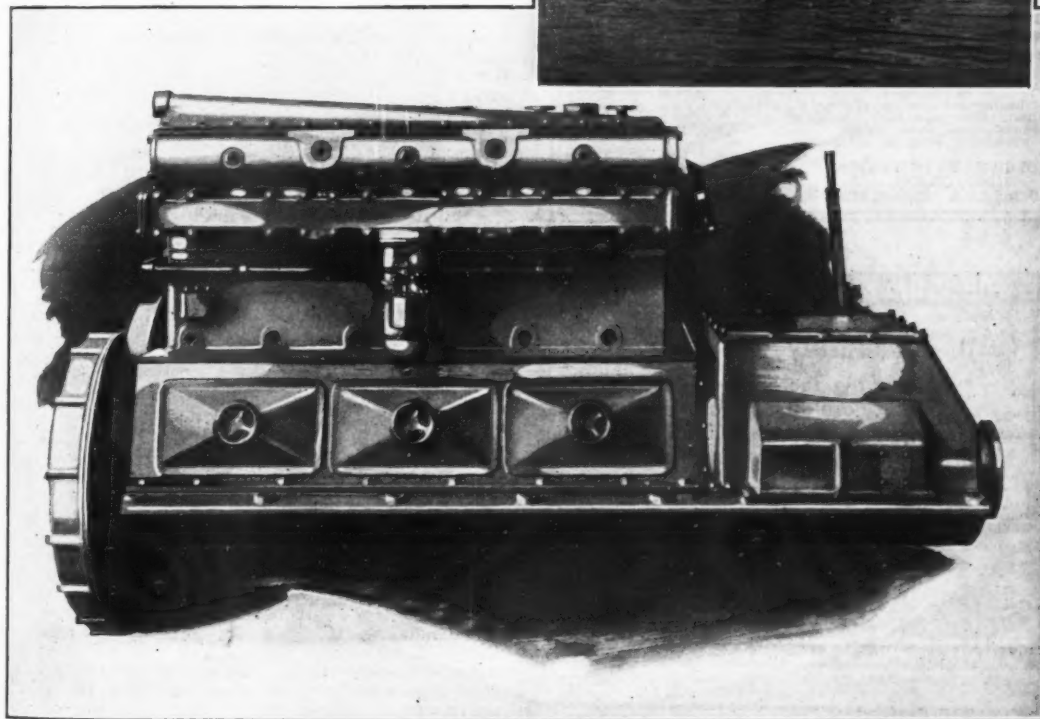
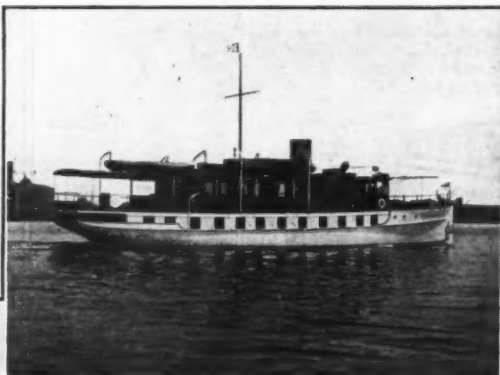
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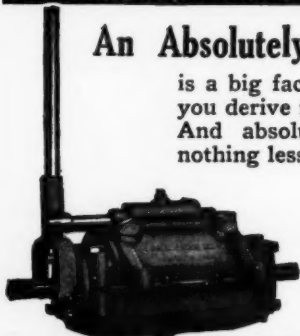
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By Waterways to Gotham

(Continued from page 104)

Even Mimi herself was quite willing to pay double for so important a feat.

It was in forgetting that he was dealing with a lady rather than a log of spruce that Big Mouth stepped over the line of propriety with both feet and so laid himself liable to being set right on the finer points of etiquette. Not satisfied with having mopped the whole length of the bar with Mimi's abbreviated pink skirt, the elated log-roller needs must seek a broader field of activities on the bar-room floor. Mimi, unfortunately, was not dressed to slide on the slippery surface of new-sawn pine. Her own fair form hurtled the whole length of the room under the impulse of Big Mouth's titanic heave, but her costume of pink silk and chiffon, not overly voluminous in the first place, mostly was impaled on slivers and left in her wake; also not a little torn hair and shredded cuticle. Much of this loss was replaced by small, sharp particles of pine; in fact, Bateese assured me that Mimi was studded so thick with slivers that she looked like a cross between a wooden porcupine and the slab pile of the shingle mill the day after a cyclone. Indeed, the unlucky girl lost so much hide, according to Bateese, that she "nevaire again can wear the gown cut décolleté to the knees."

In view of the fact that the north coast of Lake Michigan has numerous spells of winter temperature in which the thermometer goes down to 50 and more below zero, perhaps it was just as well for Mimi that something happened to force her to cut her gowns a bit higher than that in the neck.

Bateese told with much gusto how Big Mouth's lesson in the way to treat a lady was taught by the gentle medium of the blades of a brace of double-bitted axes. Every few moments he would punctuate his descriptions with the exclamation, "An' the wondaire ware zat diable was not kilt!" But although it was claimed that the smallest hole in Flannigan's head when that schooling session concluded was "bees beeg mouf"; that there was still life and spirit left in the wild Irishman is attested by the sequel, in which he led Mimi to the altar and married her by bell, book and candle before his cloven lips could more than lip, I will. He was crushed to death trying to break a log-jam a few years later, but Mimi lived to develop rheumatism and twinges in her bones that could foretell the coming of a storm a week ahead.

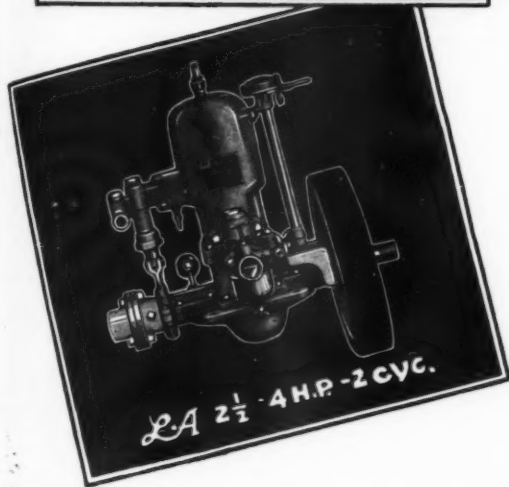
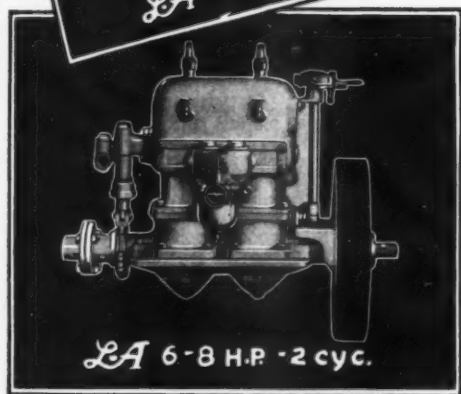
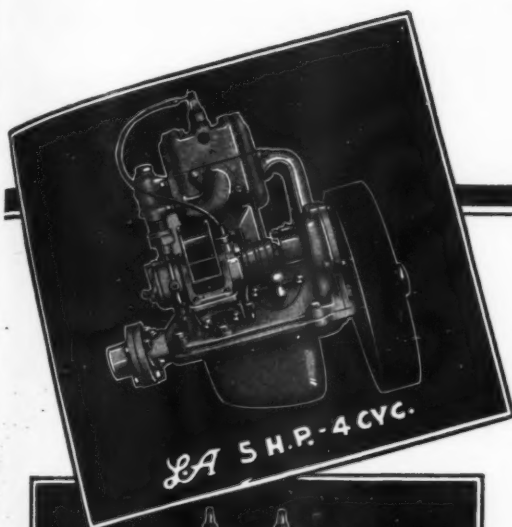
I made a brave endeavor to revive the spirit of *le vinar temps* by offering a gallon of ice cream to any one who could slide anyone else half the length of the historic bar. Several buxom fisher maidens came gigglingly forward to volunteer as slidees, but the well-meant plan went awry for want of sliders with sufficient energy. A half dozen gangling youths only grinned sheepishly and reckoned it would be too much work to hoist so much weight up to the bar without a derrick. Naubinway's physical decline has evidently been accompanied by a corresponding ebb of spirit.

There was no moaning of the bar when I awoke in the morning, the reason for which became plain when I found a thick fog blanketing the waters of the bay. A fresh southwest wind which cleared the air along toward nine o'clock brought with it a resumption of the ominous mutter from beyond the point. All of the fishermen put off to lift their long neglected nets as the visibility improved, but cautioned me to await their return with a report of the conditions outside. The first boat came back about noon. Her skipper said that while the weather was still unsettled and somewhat threatening, he could see no reason why I should not make a cautious run along the coast, at least as far as Epoufette. After noting directions for reaching the lee of a couple of small islands in the event of another blow, I cast off and got under way at one o'clock.

The seas were southwesterly with a long roll just breaking into white-caps with the freshening breeze. As there was a suspicious similarity in these conditions to those preceding the big wind that had caught me so far off shore the day I left Manistique, I kept an eye lifting warily for possible shelter from the moment I had rounded Point Biddle. Although rocks showed near the surface every now and then, the coast proved by no means so badly beset with reefs as that to the west.

I had run to within three miles of the tip of the long finger of Point Epoufette when the wind hauled to the southeast and began blowing with a force that soon sent the spray flying back over the engine. The surf was breaking noisily on Pelkie Reef as I came abreast of its shallowly submerged table, and for a half mile I found some protection from the mounting seas by running in its lee. A tongue of rocks, many of them barely awash, extended far into the lake from the end of the point. Rather than risk a swamping by heading out around them, I shut off the motor and worked my way

(Continued on page 108)



L-A MODEL 41 FORD PART ENGINE—Single cyl., 4 cyl., 5 H.P. Motor. Built around Ford sized parts—replacements anywhere. Has Bosch Magneto and Impulse Coupling as standard equipment. Battery ignition in place of magneto, if desired. Many desirable features. Weighs approximately 165 lbs. Detailed information on request.

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L-A MODEL 24—2 1/2 and 4 H. P. Single cyl.-2 cyl. Engines. 2 1/2 H.P. for 14 ft. to 18 ft. craft. 4 H.P. for 16 ft. to 20 ft. craft. Equipped with battery ignition. Bosch Magneto and Impulse Coupling, if desired. Simple—sturdy—easy starting—easily maintained. Ideal for inland lakes and rivers. Write for detailed description.



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SPEEDIEST outboard motor of its weight and rated power. Weighs 52 lbs. complete, and develops full 3 H.P. Has most powerful magneto in outboard field; specially designed carburetor; rope and rudder steering (McNab-Kitchen manoeuvring rudder as an extra, if desired); Durable, cast metal gas tank; under-water parts made of non-corrosive aluminum alloy; quiet exhaust; Alemite lubrication. Automatic Tilting of friction type and patented L-A Slipping Clutch Propeller provide positive protection against damage from under-water obstructions.

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free booklet DE-
PENDABLE
WATER SERVICE.

Name
Street
City

“Dayton” Pumps
Make the water do the running

By Water Ways to Gotham

(Continued from page 106)

through with the oars. Then I turned north and ran for the shelter of the most easterly of the several indentations forming the deep Epoufette Bay.

A fishing launch occupied the only berth at the stubby pier, but its owner came out to point me a way to a landing on the rocky beach. A dozen or more boys and girls, rushing down from a large house set back among the trees, lent practiced hands in dragging my boat up beyond the wash of a surf that was pushing landward before the rising wind. The youngsters said they were a portion of the Bellant family which farmed and fished and lumbered around Epoufette Bay. Bellant *pere* I found in the fish-house at the end of the pier; also a black-robed figure whose bloody hands and arms suggested the priest officiating at some ancient sacrificial rite. He turned out to be only the district curé paying his weekly visit to the Bellants to celebrate family mass. Being inordinately fond of fish livers, he was allowed to take his tithes by extracting his favorite tidbits as the morning's lift was cleaned for icing and shipment. With a gallon can almost full of livers and cracked ice, the good father was fairly licking his fat jowls in anticipation of the feast that would follow his return home. He was a genial chap, but rather inclined to the flesh-fleshy; also—judging by a reluctant maroon beak—to spirituousness rather than spirituality.

After I had made the boat snug for the night, Bellant asked me over to take a photograph of his wife and the latest of her four or five pairs of twins. When I suggested we include the whole family in the picture, the habitant grinned and opined that my camera was hardly large enough, even with the group unswelled by three or four elder children who were working elsewhere. When I replied that my camera had already taken a picture of a whole regiment of infantry, he grinned again and said he would do what he could to chivy the most available of his *enfants* together and see what could be done. The group had to be expanded several times to make way for late comers straggling in just as I was ready to shoot. The final bunch of something less than twenty was far from complete when I finally snapped my shutter to beat the fading light.

Monsieur and Madame Bellant told me more about their large but still rapidly growing family when I came over for a visit after supper. They were forty and thirty-eight years of age, respectively, and their even two dozen of living children had come into the world in twenty-two years of married life. This splendid record had been put up in spite of the fact that their first child had died, while another season the baby crop, like that of apples, had been a complete failure. Both were a bit apologetic over these stumbles in the race, but still pointed with pride to the fact that the annual average had more than been maintained by the quartette of twins.

The children, young and old, were a robust, energetic brood, well-fed, well-washed and neatly dressed. They were respectful to their elders and appeared thoroughly disciplined. Better still, they were good sports, as was conclusively demonstrated when I took advantage of the hard maple floor of the kitchen to revive the classic sliding game of Beeg Mout and Mimi. The smooth planks were so thoroughly polished by grease and shuffling bare feet that Bellant and I repeatedly got too much distance with the older children, while the latter in turn had the same difficulty with the youngsters. Yet the only howls produced by a dozen or more bumped heads were purely those of ecstasy.

Julie, the sixteen-year-old daughter, was the gamest one of all. It was Bellant's turn to slide, but, surveying an amplitude of latitudinal and longitudinal dimensions already beginning to vie with those of Madame, he shook his head and begged me to lend a hand. Between the two of us we mustered power for a mighty shove, but the dual control gave faulty direction. Julie shot off on an angling course that carried her to a stretch of floor temporarily patched with pine, and, like Mimi forty years before, she was not dressed to slide on slivers. Notwithstanding which, the pretty minx displayed, among other things, both *sang froid* and *savoir faire*. Backing out of the room with a graceful courtesy, she said it was bedtime anyhow and thanked her father and myself for what we had done in getting her so nearly ready for turning in. I have seen ladies of greater sophistication carry off a similar situation with less aplomb at the Bal Quatre Arts.

With perfect local weather conditions the next morning, I started early and ran hard and continuously to reach St. Ignace before the breaking of a storm which appeared to be working up from the south behind a rolling bank of thunder clouds. With but a light sea and few shoals to avoid, I made fast time to Point aux Chenes, beyond which the island of

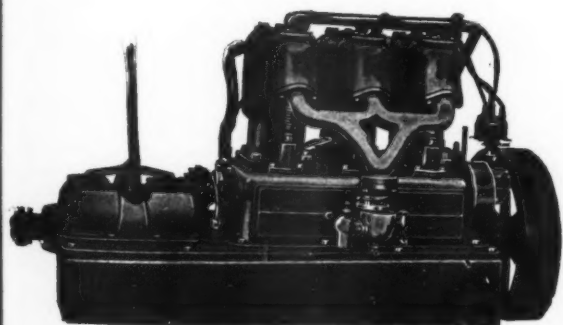
(Continued on page 110)

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WHEREVER your boat wanderings may take you, whether it's to the north, east, west or south, you will find Palmer powered craft of many kinds furrowing the deep. Palmer engines constitute the largest and most complete line of marine power plants made by any one manufacturer in the world. If your power requirement is for a light runabout, a heavy cruiser or commercial boat hauling heavy cargo you will find the Palmer line usually offers a choice of two or three models suitable for your particular need. You will also find the Palmer is highly advanced in every detail, that it is sturdy, dependable, economical and perfectly balanced, and that the price is very attractive.

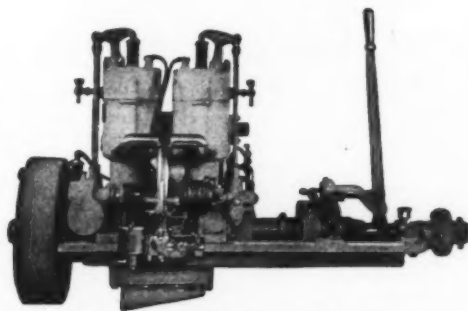
The Palmer line includes four cycle and two cycle engines, ranging from 2 H.P. to 80 H.P., in high speed, medium duty and heavy types.



Famous Palmer NR Series

Bore 5", Stroke 6"

NR-2.....	10-12 H.P.....	\$395
NR-3.....	15-18 H.P.....	590
NR-4.....	20-24 H.P.....	775



Popular Palmer Model YT-2

Bore 3", Stroke 3 1/2"

Four Cycle, 5 H.P.

Price with reverse gear.....	\$240
Price without reverse gear.....	200

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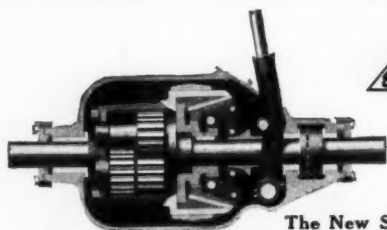
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By Water Ways to Gotham

(Continued from page 108)

St. Helena and the converging Straits of Mackinac offered ample shelter from any kind that might blow. Passing Point Barbe, I left the buoyed channel and cut in across the shallows to double Point St. Ignace and open up the well protected bay beyond. With Mackinac Island abeam to starboard, distant four miles, I headed in toward the crescent of piers and docks built on or near the historic landing of Father Marquette.

Thor of the Tunders was still muttering in his beard of Lake Huron way but did not appear to be meditating any northward movement for the moment. Seeing the field clear of the lion for the nonce, a sneaking jackal of a white squall took the occasion to slink from its lair in the hills back of St. Ignace and start on a scavenging raid on the bay. Its coming was unheralded save by a sudden creaming of the surface of the water as it was kicked up into short, almost perpendicular, waves. I just had time to see a train-ferry, its aim for a narrow slip spoiled by the sudden side wind, go crashing into the end of a pier, and a sloop, caught aback, blown flat, when a half-solid wall of air and flying spray turned my attention to things nearer home.

That would have been a nasty bit of a blow to meet and fight it out within the open lake; with a sheltered lee but a few hundred hundred yards ahead, it was only a matter of weathering the first onslaught and then plugging along into the teeth of the squall under a slow engine. Five minutes of pounding through torn wave-tops that exploded and flew yards astern as the bow crashed over them took me in to the quiet slip of an ancient boathouse, where a genial old Scot made fast my painter and bade me make the place my headquarters as long as I cared to bide in aul Saint Ignus. He paid me the wholly undeserved compliment of saying that I appeared to be a glutton for dirty weather, and then went on to tell about a lad for whom he had built a sloop many years ago who liked nothing better than to crowd on all sail and go out and play tag with the squalls in the Straits of Mackinac. The boy's name was Edward White, he said, and he had later moved off somewhere California-way. He wondered if I had ever heard of such a lad out in that section. It was a pleasure to assure the keen old sailor that Stewart Edward White had survived the squalls of Mackinac to win an enviable reputation as a writer and hunter, and that his name was the synonym of clean sportsmanship over a very considerable part of the English-speaking world. (To be continued)

Sea Dream—Well Named

(Continued from page 27)

usual Luders type, with the high flaring bow, with rather a fine waterline, and a transom stern with ample dead rise. The method of handling the engine exhaust is noteworthy, in that each exhaust line is branched into two parts, each one being provided with a Maxim silencer. In this way four silencers are used, which reduces the noise and back pressure to a negligible point.

The treatment of the dining room and other interior spaces is unique. A very handsome Adam sideboard is built in at the after end of the dining room, and above this is an attractive painting of New Providence in the Bahamas. The pleasing colors and tones of this picture blend harmoniously with the soft green and ivory in which this room is treated. The New York Galleries, under whose supervision the interior decoration was carried out, arranged all draperies and hangings throughout the vessel. The treatment of the cabins below is in a two-tone finish of old ivory, which is most effective with the handsome draperies which are installed.

Sea Dream carries an 18-foot tender and rowboat, the motor tender being the one exhibited at the last Motor Boat Show in New York.

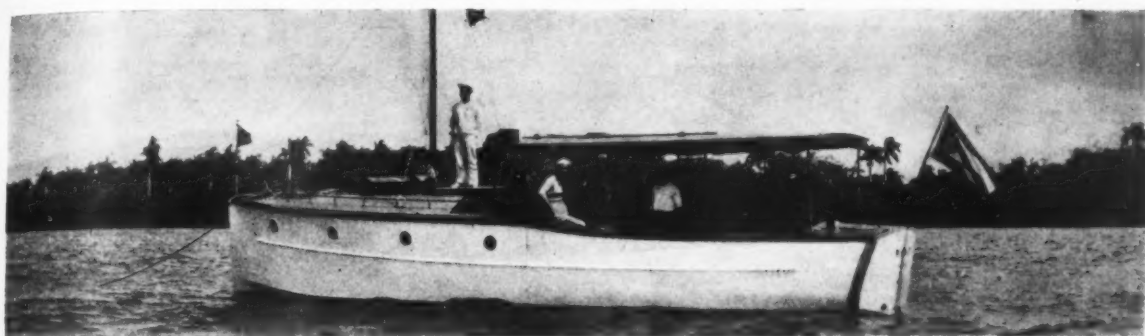
Father and Four Boys Win at Detroit

(Continued from page 20)

Three years ago they built a Sweepstakes boat, Packard Chiscraft II, for Colonel J. G. Vincent, Chief Engineer of the Packard Motor Car Company, who raced his craft in the 1923 150-mile race at Detroit, finishing second. Since 1923 Packard Chiscraft II has been laid up, but not long ago Colonel Vincent decided to install a new twelve-cylinder Packard marine motor in his boat, and enter her in the Detroit 150-mile Sweepstakes race on Labor Day.

The three-year-old Smith designed and built craft was at the starting line. She was first over the line and was never headed in the 150 miles. She broke every record from one to 150 miles and finished the race in the lead at a speed of 55.85 m.p.h.

Silky Power — Steady Power — Silent Power Is STEARNS Power



Manati is a Hand-designed cruiser owned by Manuel F. Porro of Havana, Cuba. She was built by Varadero Almendares. With her smooth MDU Stearns motor she makes 14 miles an hour. Her length is 36 feet and breadth 9 feet 8½ inches.

Another Stearns Powered Boat

GLIDING over the silvery waters with the ease of a zephyr, you see a boat, maybe it's a cruiser, runabout or auxiliary, but the happy carefree party aboard, their mirth and exhilaration, tell you something your eyes do not see—that it is another Stearns powered boat.

The Stearns Extra Reverse engine adds to the pleasures and zest of boating. Its silky smooth and silent flow of energy makes one forget the engine that is speeding the boat on its way. And more appreciated is the low operating and maintenance cost of a Stearns.

Four Cylinder Models

MEDIUM SPEED

MHU—4½"x6", 25-50 H.P., at 500-1200 R.P.M.,
1050 lbs., \$990
MDU—5½"x6½", 35-70 H.P., at 500-1200 R.P.M.,
1750 lbs., \$1390

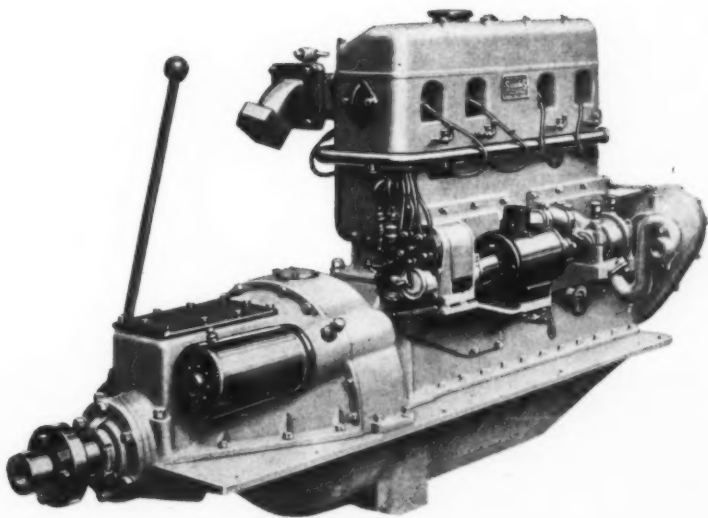
HIGH SPEED

MHR—4½"x6", 80 H.P., 900 lbs., \$1090
MDR—5½"x6½", 125 H.P., 1300 lbs., \$1550

THE NEW STEARNS SIX

MDR-6—Bore, 5½"; Stroke, 6½"—160 H.P.
MDU-6—Bore, 5½"; Stroke, 6½"—180 H.P.
Cylinder Displacement, 886 cu. in.

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Start of the Kermath Cruiser Race, Detroit, Regatta. Fifteen boats started and fifteen boats finished. Three of the contenders are Matthews "38" cruisers.

KERMATH

Takes Honors at Detroit Regatta

A MAIN feature of the Detroit Regatta was the cruiser race of Kermath powered boats. This to our knowledge is probably the first time a race consisting of cruisers all powered with the same make of power plant was ever held at an important Regatta. Certainly it must speak well for the popularity of Kermaths when 15 Kermath powered boats from neighboring clubs can be entered in a race on short notice. And each Kermath brought its boat home. Not one engine faltered. Nor did any of the owners have anything to say except praise for his dependable Kermath. Among the entries were three of the famous Matthews "38" cruisers, the popular standardized cruisers built by the Matthews Company of Port Clinton, Ohio, and Kermath powered by choice of its reliability, durability, economy, compactness and neatness—all essential features of a REAL GOOD MARINE ENGINE.

Henrietta III, 65' x 15', owned by E. H. Scott, Erie, Pa., finished first in the Kermath Cruiser Race at Detroit, September 6th. Triple Screw Kermath 6's, speed 14½ miles per hour.

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Advertising Index will be found on page 150

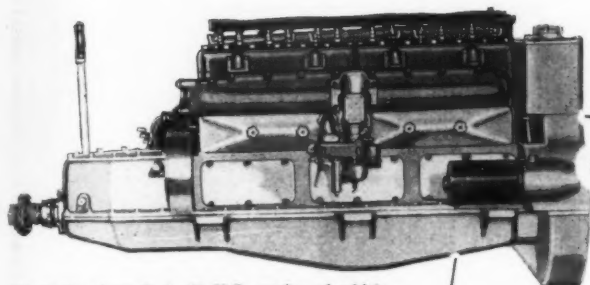
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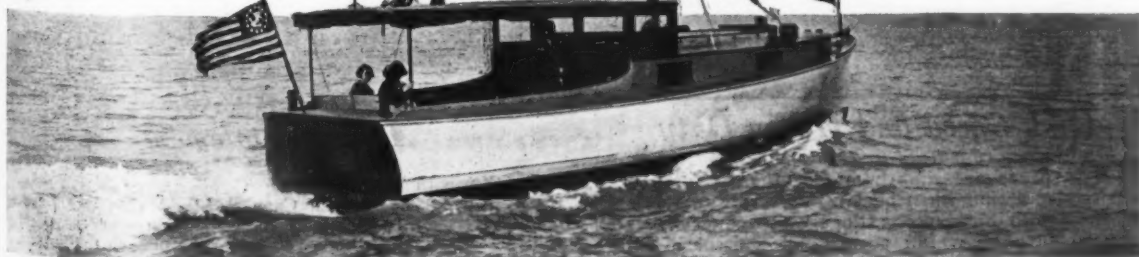
One Yachtsman Writes to Another



This is the Kermath 6, 70 H.P. engine of which Mr. Johnson voices his opinion in no uncertain terms in his letter to a fellow yachtsman.

A good boat and a good engine perfectly mated insure lasting satisfaction. There is a Kermath for every size of boat, 3 H.P. to 100 H.P. —\$135 to \$1450.

And the boat which Mr. Johnson so highly praises is shown on the right. It is the Matthews "38." A standardized cruiser, built by the Matthews Co., Port Clinton, Ohio, and powered by Kermath.



The Offices of MEAD JOHNSON & COMPANY, Evansville, Indiana
INFANT DIET MATERIALS



August 27th, 1925.

Mr. P. W. Whittemore,
Cole's Island,
West Gloucester, Mass.

Dear Mr. Whittemore:-

I have your very kind letter of August 24th which refers to the Matthews' 28' raised cabin cruiser which I purchased recently from the Matthews Company, Port Clinton, Ohio.

This is one of the best equipped boats that I have seen for a long while. It is giving such satisfaction that we are ordering another one equipped with two motors for Florida service around Miami. The motor that I have in the present cruiser is the Kermath 6-cylinder, 70 HP motor. This motor drives the boat at a speed of fourteen miles per hour which is ample speed for a boat of this kind. The motor is very quiet and smooth with a very satisfactory pick-up.

The most important feature of this motor to take into consideration, however, is the simple lubricating system. The entire motor is lubricated from a storage tank which is mounted above the fly-wheel. This tank is drained or refilled at will. By draining the tank the entire oiling system of the motor is drained at the same time.

With regard to the way the boat is handled in rough sea, I have experienced the sister boat to the one which I have in Lake Erie when the weather was very rough. On account of the high bow and the wide beam, the boat handles rough weather with ease. The one thing very noticeable is that the boat does not pound on high waves.

I am very much pleased with my boat, and it is such a satisfactory purchase that "r. Carson, of this city, has ordered one for himself for Florida waters also.

With all good wishes, I am

Sincerely yours,
P. W. Johnson

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Summary of Results Detroit Regatta

SALLAN TROPHY, 3 HEATS OF 25 NAUTICAL MILES EACH

(Sept. 5, 1925)

Boat	Owner	First Heat		Second Heat		Third Heat		Final Position
		Total Elapsed Time	Finish Position	Total Elapsed Time	Finish Position	Total Elapsed Time	Finish Position	
Margaret C	Chas. Campau	3:57:19	20	D.N.S.	—	D.N.S.	—	—
Bo Peep	Ivan M. Kirlin	3:24:28	8	3:11:27	2	3:07:15	13	4
Wag	A. B. Wagner	3:37:42	25	3:33:46	17	3:51:06	25	2
Awandra	H. C. Van Sickle	3:11:21	3	3:04:52	14	2:56:08	6	5
Molly O	Milton Meier	D.N.F.	—	D.N.F.	—	D.N.F.	—	—
Matthews 38	C. S. Matthews	2:55:10	1	2:47:37	13	2:36:37	4	1
Anna H	F. P. Hass	3:02:28	12	3:02:17	21	2:59:56	19	3
Caroline E	Dr. McCanley	2:58:37	23	2:57:51	19	2:54:06	15	17
Anna M	A. C. Moors	2:52:02	11	2:51:53	22	2:50:30	20	22
Betty-Win II	L. W. Forrester	2:52:08	15	2:55:13	25	2:50:14	17	23
Rob-E-Lo	E. R. Linn	2:54:32	18	2:56:50	23	2:51	16	25
Lucinda-L	Leo Nye	2:58:30	14	2:42:53	1	2:40:44	18	20
Tillamook	Geo. Jerome	2:50:24	22	2:53:08	24	2:59:11	24	26
Kinsail	H. K. Tyroler	3:12:22	28	D.N.S.	—	D.N.F.	—	—
Virginia Lee	R. L. Welborn	2:48:43	21	2:58:10	26	2:39:25	7	19
Speejax	C. D. Cutting	2:30:48	4	2:37:40	3	2:12:44	3	1
Del-Mar-Lu	C. H. Koerber	2:32:41	7	2:36:24	11	2:25:13	8	8
Francis A II	Alex. I. McLeod	2:30:53	6	2:31:12	11	2:30:15	22	10
Namid II	John B. Farr	2:32:51	10	2:27:22	18	2:29:22	5	9
Sport	E. Leibold	2:44:19	26	2:34:04	6	2:19:31	2	11
Le Bobette	Mark R. Hanna	2:44:26	27	2:44:08	20	2:43:32	23	24
Mildred G III	Edw. Gray	2:31:30	13	2:26:56	16	D.N.F.	—	26
Frances	G. H. Wood	2:25:43	9	2:25:17	5	2:18:23	9	4
Allie E	Dr. F. K. Clippert	2:19:26	5	2:19:37	10	2:12:36	10	7
Dauntless	Fred W. Pearce	2:27:35	19	2:29:57	12	2:22:42	11	14
Yoreda	Aaron De Roy	2:23:46	16	2:22:54	4	2:18:47	14	10
Idylse	F. W. Haines	2:20:50	17	2:20:39	9	2:16:19	12	17
Bella	C. E. Sorensen	2:24:52	24	2:24:30	7	2:23:35	21	16
Jean A	W. E. Adams	1:58:43	2	1:58:38	8	1:42:43	1	2

GOVERNOR'S TROPHY, 15 MILES

(Sept. 5, 1925)

Name of Boat	Driver	Owner	Total Elapsed Time	Average M. P. H. for Course	Finish Position	Speed Best Lap
Baby Horace III	Horace E. Dodge, Jr.	Horace D. Dodge	16:39	54.1	3	53.4
Lady Cleveland	J. H. MacDowell	J. H. MacDowell	17:25	51.75	4	53.8
Packard Chris-Craft II	Col. J. G. Vincent	Col. J. G. Vincent	16:38	54.15	2	53.4
Miss America III	Phil Wood	Gar Wood, Jr.	15:36	57.7	1	56.9

WM. E. METZGER TROPHY FOR
CHRISRAFTS, 15 MILES

(Sept. 15, 1925)

Boat No.	Name of Owner	Total Elapsed Time	Average M. P. H. for Course	Finish Position
18	J. Potter	29:31	30.5	1
13	Ed. Porath	29:35	30.41	2
9	Dr. W. E. Sanborn	29:37	30.2	3
12	Owen Smith	30:36	29.45	6
11	Jay Smith	30:36	29.40	7
15	Hass	30:09	29.9	4
22	Macaulay	30:27	29.6	5
17	A. F. Sauer	31:18	28.8	8
23	Bayar	31:37	28.4	10
21	(—)	37:12	24.2	14
14	H. B. Cox	33:23	26.9	13
16	R. Kesslin	31:30	28.6	9
10	L. Trudell	32:07	28.1	11
20	M. Demery	33:13	27.1	12

KERMATH TROPHY RACE (A Chance Race)
(Open to Kermath Powered Cruisers)(6 Miles)
(Sept. 6, 1925)

Name of Boat and Owner	Total Elapsed Time	Average M. P. H. for Course	Finish Position
Henrietta III, T. H. Scott	28:50	12.48	1
Francis A VI	29:01	12.41	2
Caroline E	34:40	10.28	8
Awandra	37:36	9.59	13
Namid II	36:15	9.93	11
Harrison "32," R. W. Harrison	36:11	9.96	10
Anna H	37:05	9.71	12
Dauntless	29:15	12.30	3
Del-Mar-Lu	29:33	12.18	4
Scott Matthews	33:29	10.7	14
Virginia Lee	34:02	10.56	6
Betty-Win II	34:14	10.50	7
Edith C	35:37	10.12	9
Rob-E-Lo	39:38	9.09	14
Wags	43:57	8.2	1

CHRISRAFT CONSOLIDATION, 12 MILES

(Sept. 6, 1925)

Boat No.	Name of Owner	Total Elapsed Time	Average M. P. H. for Course	Finish Position
29	W. A. Kittle	17:32	30.8	1
18	J. Potter	17:33	30.8	2
52	Macaulay	17:43	30.5	3
27	D. W. Smith	18:03	29.9	4
30	E. S. Evans	18:06	29.85	5
15	F. P. Hass	18:29	29.2	6

DETROIT YACHT CLUB CHALLENGE CUP,

45 MILES

(September 5, 1925)

Name of Boat	Name of Owner	Total Elapsed Time	Average M. P. H. for Course	Finish Position	Speed Best Lap
Nuisance	Delphine D. Cromwell	1:05:22	41.3	1	40.1
Miss Tampa	D. P. Davis	D.N.F.	—	—	40.1
Solar Plexus	Horace E. Dodge, Jr.	1:09:01	39.2	2	40.1

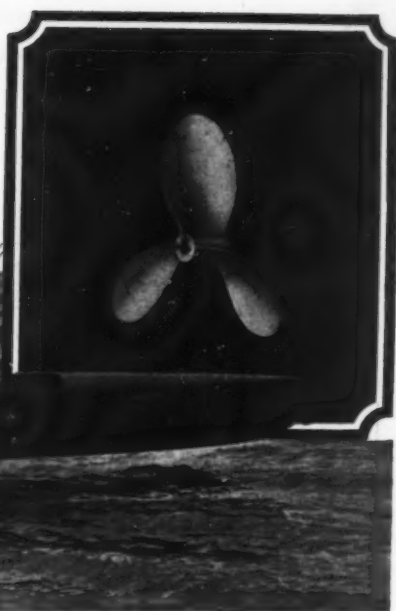
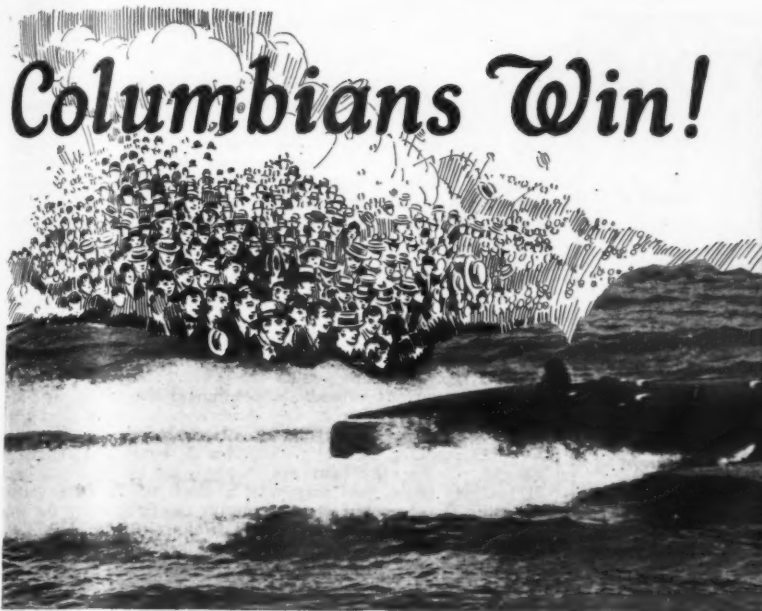
High Speed and Heavy Duty

(Continued from page 32)

propeller speeds are slightly higher to give immediate and effective action when backing up. Due to the large propellers with high pitch, slippage is reduced greatly, which in turn gives full power and control in either direction. The engine itself is of the same high grade construction as the other well known Hall-Scott machines, and an installation of this kind should prove to be highly desirable for many classes of vessels.

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The Kermath Manufacturing Company received a note from Professor Prentiss of Cape Rozier, Maine, who states that his Kermath is the most D D engine he ever saw, and explains that through failure to insert the plug in the bottom of his boat, it filled with water and sank. At low tide they bailed it out, filled the engine with oil, and the motor went off on the first turn, so that the Professor thinks that strange as it may seem, the slogan "The Kermath always runs" is true.



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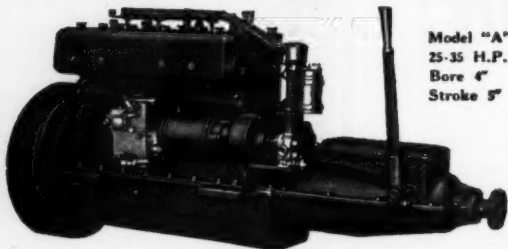
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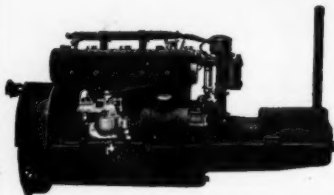
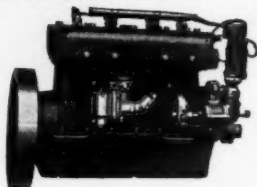


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On to Florida

(Continued from page 45)

the story of your life, assert that you are not a rum-runner, and thereafter proceed, free of charge, and at any reasonable speed, in plenty of water. The distance to Morehead City is 175 nautical miles, the weather warms up as you pass through the beautiful inland sea of Albermarle Sound and anchorage may be found at a number of places. Supplies are not in plenty, however, and as the days are short at this time of year, it is better to make it in three days, rather than two, as we did, and run aground in the dark. The westerly of the two routes shown on the Inland Route Pilot is preferable, better marked and deeper.

Morehead City offers good facilities, and if you will tie up at the first dock that you come to, you may buy gasoline at a low figure, day or night, and are handy to the stores. Here, they will tell you of the terrors of the bar, off Beaufort Inlet and the next two runs, which are preforce outside. The tales come from various individuals looking for the job of pilot. The Bar is no different from any American bar prevailing since the 18th amendment was passed. If the wind is on-shore and the tide running out, it is nasty but I would not hesitate to take any seaworthy boat out in anything up to a real blow. If you are timid, you may wait a week or so there, getting up your courage, but we set out at daylight after the wise boys had predicted awful things, found it a bit bumpy for a mile or so and then carried a flat sea for the ninety odd miles across to Southport.

If your compass is any good, lay a straight course across to the buoys off the point at Cape Fear, as there is no comfort in following the shore, except in a northwester. Neither is there any necessity of running way out to the lightship and around the end of the Cape Fear Bar, but the slue at the inner end will worry you a whole lot more than Beaufort Inlet. It is buoyed, but the tide sucks through and kicks up the water and makes you think it is shoal where it is not. Remember that in a current, the slickest water is usually over the shoalest place and it only rips after it tumbles over into deep water. In the late afternoon there are usually a number of fishing boats drawing five or six feet inboard for Southport, which you may follow with far less nervous disorder than making it by yourself. Southport offers fuel and stores and good wharves that are somewhat crowded.

The outside run to Winyah Bay, 78 miles, requires little comment, and the leg thence to Charleston, of 61 miles offers no obstacles. The latter may be made inside but if the weather is decent, the outside run is shorter. Charleston has ample dock facilities and all kinds of stores, but the price of gasoline is far higher than elsewhere and I suggest that it be measured in cans, as we put thirty gallons more into our tanks than they would hold, a paradox that a leaky pump might readily account for.

From Charleston to the St. Johns River in Florida, four feet may be carried all the way, comfortably, and through streams that are as beautiful as they are tortuous. The available charts are of small scale and the channels are not marked. Although the bottom is too soft to hardly harm an exposed propeller, on such days as the weather is fine, the strain of constant attention to navigation may be greatly relieved by running outside. The successive points, Savannah, Brunswick and the St. John entrance are within easy daylight distance of one another and all three are deep and well buoyed. The mileage is from 250 to 350 miles depending on whether you take the outside or the inside route. If you want some real excitement, you should try running down through Georgia at night, as we did, and sooner or later you will plank up hard aground.

Even though twenty miles off the course, Jacksonville is well worth visiting. It is the most beautiful city of Florida, a town of fine homes, peopled by a delightful blend of north and south. Although most of the yachts tie up at the city docks, by going through the railroad bridge and running along the residential waterfront, the most attractive anchorage that I know of, may be found off the Florida Yacht Club or on the easterly side of the club slip.

From the St. Johns River to Miami, the inland waterway is of an entirely different order than those further north. It is well marked with finger boards, usually numbered in the conventional manner, but it is difficult to carry a full four feet draft along with any degree of comfort. Mud gives way to hard sand and you will hardly believe how hard the sand is until you hit it at full speed. If you run aground on a falling tide, you will certainly stay there until the next high water. If you do run aground, it is extremely inadvisable to run your motor hard, in reverse, for any considerable length of time. The propeller churns up the sand, the cir-

(Continued on page 118)

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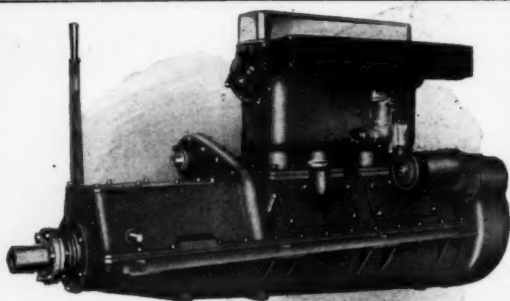
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On to Florida

(Continued from page 116)

culating pump on your motor will suck it up and before you realize the damage, your jackets will be clogged. If this should happen, the obstruction may be dissolved out by an application of hydrofluoric acid, poured into the pipe openings and allowed to stand for a short time and then flushed out by running the motor. The acid is difficult to locate but may be purchased from at least one drug company in Miami at an insignificant figure.

The worst places are inside the sea inlets, where the constant run of tides raise sand bars faster than the finger boards can be moved to conform to deep water. Matanzas Inlet is the worst of all. Slow speed will obviate much grief here. At other points, the channels maintain a fairly constant position and the marks may be followed, remembering that the channels generally follow the outside of bends in the rivers, and cut across in a long tangent from one shore to another. Many yachts run aground in sailing a direct course from finger board to finger board. These aids only show the points of shoals and the course steered between them should always be curved to conform to the general trend of the shore.

The price of gasoline rises as you get further down the state and at some points, such as New Smyrna, is scandalous. At Fort Pierce, if you will stop at the longer of the two wharves, you will find a firm that will provide you with fuel at about four cents a gallon lower than anywhere else, and throw in a tankful of good water, gratis. There are numerous inlets leading to the sea. Some are unmarked and require some degree of nerve to negotiate. Others are jettied and buoyed. The chart and coast pilot will give you all this information, but I doubt not that you will take to the sea, somewhere within striking distance, by daylight, of Miami, and be glad to feel the swell under you again.

When you once reach Miami, you will never regret the effort that you have made to get there. It is a yachtsman's paradise. The prevailing rates at the many docks on the city waterfront and up in the Miami River, where literally hundreds of yachts moor for the winter, is three cents per foot per day. Water, ice, fuel and food are brought alongside daily by service boats at fairly reasonable figures. The greatest social activity is at Miami Beach, where there is equal but somewhat more costly accommodation for yachts. Biscayne Bay offers an ideal anchorage, small boats without high masts or deckhouses find cosy shelter under the Palms in the Collins Canal, many yachts tie up at the commodious docks of the Fleetwood Hotel and a large fleet lie off the Flamingo. All of these places are within a stone's throw of one another, are wholly protected from wind and even a moderate sea, in the very center of winter life, and commanding a view that is nothing short of exotic.

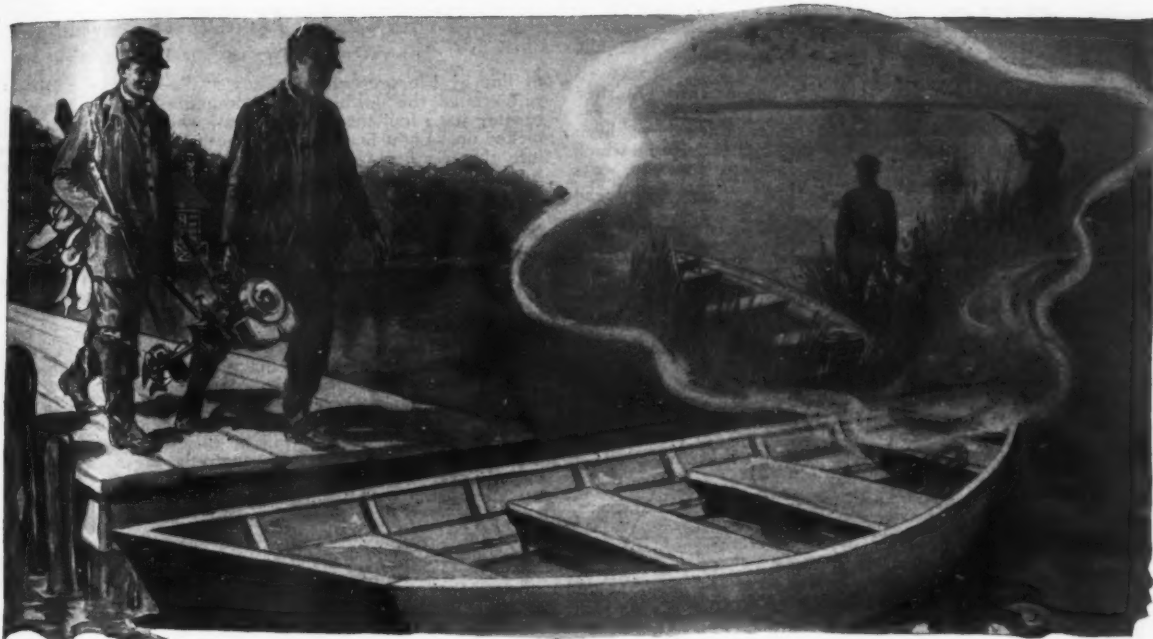
Towing in Heavy Weather

(Continued from page 44)

complicated and require the utmost care and good seamanship to accomplish the feat. Generally, the longer and heavier the towline the easier the towing will be on both boats. The sag of a long, heavy cable has the same effect as a long scope to the anchor. The sag of the line acts as a spring between the two boats, eases off the strain and prevents to a large extent, the sudden jerks occasioned by waves passing under the boats at different times. For a long tow in deep water, it would be advisable to bend the anchor cable to the towline without removing the anchor. The weight of the anchor will cause a good sag in the line which is at all times desirable. However, the sag does not reduce the tension on the line for steady towing, but it does supply an elastic link between the two boats which absorbs the strain gradually without a jerk.

The running of lines in heavy weather is attended with considerable difficulty, especially when the boat to be towed cannot maneuver to assist in getting the line aboard. The disabled boat will probably lie with the wind and weather a little abaft the beam, which position is usual with boats in a sea without steerage way. The boat which expects to do the towing should maneuver to a position parallel to the disabled boat, either to windward or to leeward. In choosing the position, due consideration must be given to the rate of drift of the two boats and the length of time that will be required to get the line across. Where there is any great difference in the rate of drift, the faster drifter should be to the windward at the outset. In maneuvering to pass a line, take care not to get so close to the other boat that the helm cannot be put over to haul off without danger of collision. The line may be floated alongside the other boat without much difficulty. A good method is to float a good length

(Continued on page 120)



Your Johnson Motor Brings the Best Blinds Nearer Home

THE once far-away "best places to hunt" are right near home for the sportsman who packs his guns and decoys in a Johnson-Motored boat.

He knows that he can *depend* upon his Johnson to start easily and quickly in any weather—get him to his pet place in time for the best hours of the day—and bring him home again—comfortably and without effort.

A day of hunting is one long round of sport—without drudgery—for the man who goes in a Johnson-equipped boat.

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Sportsmen's confidence in the absolute dependability of the Johnson Motor is the reason why more Johnsons were sold during 1924 than any other make.

The weight of the Johnson—complete and ready-to-run—is

Only 35 Pounds

The Johnson drives a rowboat from 7 to 9 miles per hour, a canoe from 9 to 12. It can be instantly attached to all types of boats and canoes without altering any of them.

Easy starting is made certain by the Johnson Super-Quick Action Magneto and Cord Starting Device.

A turn of the steering handle changes the direction of the power-push, giving instant control of the boat—forward or reverse—port or starboard.

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Johnson Shock Absorber Drive (Patent applied for)—standard equipment—permits running over submerged obstructions without injury to motor or propeller. Despite these improvements and additions weight remains only 35 pounds.

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Gold Cup Stays in the East

(Continued from page 90)

she was very fast. The only Thompson entry finished second in Class A.

The "tape" figures for the Speedster Race have been definitely set aside as in error. A careful check, in which all concerned have been heard from, indicates that the boats finished in the order listed below. These become the official results. No time can be given.

No.	Driver.	Motor.	Motor entered by
05	Lloyd Helton	Johnson	Johnson Motor Co.
02	W. R. Chamberlain	Caille surface propeller	E. J. Willis Co.
04	Eugene Welsh	Elto	Committee, stock motor
03	Alfred Sedgwick	Lockwood-Aash	Committee, stock motor
01	D.N.S.	Evinrude	Evinrude Motor Co.

The five 17 foot Meracop Speedsters for this race were supplied through the courtesy of the St. Louis Meramec Co. of Valley Park, Mo.

New York Gold Cup Regatta Winners

Event No. 1-A—Ocean Race—Philadelphia to New York
(Columbia Yacht Club)

First Prize, Class A: Won by Katharine R, James H. Kerr.
Second Prize, Class A: Won by Josephine, Charles Walber.
First Prize, Class B: Won by Eugenia II, Eugene Swayne.
First Prize, Express Cruisers: Won by Clarella, J. H. Van Sciver.

Time Prize: Won by Clarella, J. H. Van Sciver.
Combined First Prize: Won by Katharine R, James H. Kerr.

Event No. 1—Ocean Race—Philadelphia to Manhasset Bay
Craig Trophy: Won by Jeanne II, Wayne Barker.

First Prize: Won by Jeanne II, Wayne Barker.
Second Prize: Won by Elizabeth II, Russell Bros.
Third Prize: Won by Quaker Lady, J. F. Pollard.

Event No. 2—Handicap Express Cruiser Championship

First Prize: Won by Diana, A. B. Cartledge.
Second Prize: Won by Adriel Too, L. M. Brooks.
Third Prize: Won by Lohara, L. H. Racke.

Event No. 3-A—Handicap Cruiser Championship of Greater New York

First Prize: Kemah II, E. A. Jimenis.
Second Prize: Bedouin, F. X. McHugh.
Third Prize: Baby Claire IV, F. V. Borick.
Fourth Prize: Senator Bill, L. A. La Roche.
Time Prize: Starlight, W. H. Sterling.

Events Nos. 4, 6, 20 and 22—Miami Beach One-Design Class

First Prize: Curtiss-Bright, W. L. Gilmore, driver, No. 16.
Second Prize: Fulford-by-the-Sea, Ray Haroun, No. 21.
Third Prize: Miami Shores, Geo. McK. Brown, No. 13.

Events Nos. 5, 7, and 9—Gold Cup

First Prize: Baby Bootlegger, Caleb Bragg.
Second Prize: Miss Tampa, D. P. Davis.
Third Prize: Baby America II, Gar Wood.
Winner, First Heat: Nuisance, Mrs. Delphine Dodge Cromwell.

Winner, Second Heat: Baby Bootlegger, Caleb Bragg.

Winner, Third Heat: Miss Tampa, D. P. Davis.

Event No. 8—Baby Gar Invitation Race

First Prize: Kroywen, Wm. Ottmann.
Second Prize: Bebe, S. A. Lynch, Jr.

Event No. 10—Free for All Displacement Runabout

First Prize: Teaser, Richard F. Hoyt.
Second Prize: Miss Palm Beach, W. J. Conners.
Third Prize: Bobbie, N. B. Woolworth.

Events Nos. 14, 15, 17 and 19—Dodge Trophy

First Prize: Baby Bootlegger, Caleb Bragg.
Second Prize: Curtiss-Wilgold II, Reginald V. Williams.
Third Prize: Baby Shadow, Carl G. Fisher.

Events Nos. 16 and 18—Hydroplanes.

First Prize: Myda, Otto Stoye.
Second Prize: Little Star, Waugh Bros.
Third Prize: E-Nee-Mo, Joseph Clayton.

Event No. 21—International Trophy

First Prize: Teaser, Richard F. Hoyt.
Second Prize: Miss Palm Beach, W. J. Conners.
Third Prize: Bobbie, N. B. Woolworth.
Fourth Prize: Miss Syndicate, Dodge Dealers' Association.

Outboard Motor Championships

Event No. 11—Class A, First Prize, John Aron. Class B, First Prize, H. McHugh. Class C, First Prize, Edmond J. Bellis.

Event No. 24—Class A, First Prize, Franklin Dunn. Class B, First Prize, Roderick Stephens.

Event No. 25—Free-for-All Outboard, First Prize, Lloyd F. Helton.

Towing in Heavy Weather

(Continued from page 118)

of line by life preservers or any available floats and slowly run around the disabled boat, dragging the line astern and causing it to foul the disabled boat, when it should be easily picked up. Light lines can often be heaved across by running into the weather fairly close to the disabled boat's bow or by running to windward of the other boat so that the wind will assist the line to carry across. A strong fish line, to the end of which a weight just heavy enough to throw nicely is attached, can be heaved a much greater distance and the heavier line hauled over.

After the towing line has been hauled over and made fast, extreme care is necessary in taking the strain. Throw the gear in for a few revolutions and then out until the slack has been taken up, when the towing boat can go ahead slowly, gradually increasing the speed until the tow has straightened out and is on the course of the towing boat, when the speed can be regulated according to conditions.

There are cases where it will be advisable to use a bridle on the towing boat. Where a small boat attempts to tow a much larger one, steering will be easier and more certain if the towline is not led out through the stern chock located directly over the rudder. The towline in this position prevents the stern from swinging except by dragging the tow with it, and steering will be very sluggish if not impossible. Tugs carry their towing bitts well forward of the rudder in order that the stern may swing freely. A motor boat with a heavy tow will steer easier if the towline can be made fast in a similar position.

When a boat must be towed on account of its inability to steer and the weather is heavy, the operation may become dangerous if due precautions are not taken to prevent the tow from swinging off too far to one side. Under these conditions the tow should use a drag such as a sea anchor or a bunch of spars or life belts lashed together and towed on a long line. The drag of this device will hold the bow up on the course and by shifting the line across the stern may be made to assist in steering.

A point to remember when towing another boat in heavy weather is to have the boats in step. That is, so that both rise and fall on the waves at the same time. The strain on the towing line and the bitts of the two boats will not be as severe and the jerk occasioned by one boat forging ahead on the crest of a wave while the other is lagging in the trough will be greatly lessened. When both boats meet the waves at the same time the strain on the cable will be comparatively even.

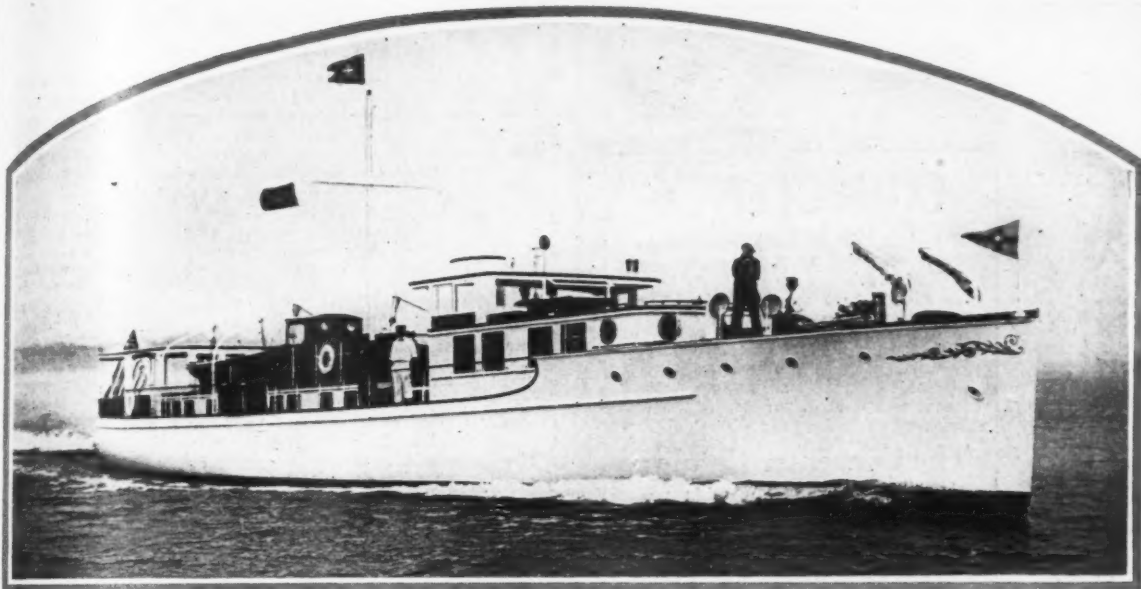
In any towing operation it is well to remember that letting go at less than a minute's notice may become necessary and due precautions should be taken. Have a man ready on both boats with an axe or a large knife to cut the line in an emergency and do not hesitate to use the axe rather than attempt to unfasten the line. The line must be cut close to the bow, as the whip of the end as it goes out is dangerous and may take some one overboard or do other damage. Generally it will be most practical for the towed boat to let go should the occasion arise. Oil spread by the towing boat will, in some cases, help to smooth down the crests and allow the tow to ride easier.

W. B. M., Newburgh, N. Y.

Getting Lines to Disabled Boats

It is almost an impossible job at times to get a fairly heavy hawser to a disabled boat in time of storm, unless the crews of both craft work in unison, having a sort of working agreement, so to speak, so that each crew will know what to do and when to do it. In the case of larger craft, where the hawser necessarily has to be of large diameter, it is best to first make a cast with a light heaving line, to the end of which the towing hawser has been first securely fastened, which can be quickly drawn aboard the disabled boat by the crew; however, in boats under forty-five feet it is hardly necessary for this hawser to be over one and one-half inches in diameter, which size can be readily cast or floated to the disabled boat, provided the craft which is to do the towing is handled properly. Of course, much depends upon the size of the sea running, the velocity of the wind, as well as its direction as to land or shoals, the depth of water in the vicinity of the disabled boat, and the seaworthiness of the craft which is to do the towing. Needless to say, if the towing craft is unstable and has to be kept with the bow to the seas, this will make the task much harder, in which case floating the towing hawser to the disabled boat is the only practical method. However, where the towing craft is capable of weathering the seas, no matter in which direction they are taken, it is possible to work in fairly close to the disabled boat, cast or float the hawser aboard, wait until it has been

(Continued on page 122)



Sea Dream— a HYDE EQUIPPED Yacht

SEA DREAM, owned by Col. Samuel M. Nickolson of the New York Yacht Club, the latest addition to the fine fleet of yachts launched during 1925, is representative of the finest skill in the boat builder's art. This fine twin screw yacht is 100 ft. in length and has a beam of 18 ft. She was designed and built by the Luders Marine Construction Company, of Stamford, Conn. Of course, her equipment includes a Hyde Electric Windlass to raise the anchors and to aid in docking. Also there are a pair of Hyde Turbine Wheels, the TRUE SCREW PROPELLERS which transform the power of engines into efficient driving thrust.

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OTTO STOYE'S hydroplane Myda propelled by a Hyde wheel won the Hydroplane Race for the 151 Cubic Inch Class at the Gold Cup Regatta against a field of ten boats. Another feature of the Regatta attracting full attention was the Miami Beach One-Design Class Race. Ten boats each identical in design and weight and each equipped with a Hyde wheel made up the entry list for this event, one of the most closely fought contests of the Regatta. The Miami One-Design Class Race is shown below, while on the right appears Myda, winner of the Hydroplane Race.



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BROOKS BOAT CO., Inc., Dept. 33, Saginaw, Mich.
Originators of the pattern and KNOCK-DOWN system
of Boat Building

Jan, a Sailing Skiff

(Continued from page 40)

there being a strong back set under the fore end to the nailings. It would be well to leave a short opening at each side aft through which water will flow when ever the skiff is turned up on edge to free it of rain water.

The center board trunk is not a difficult thing to make or to fit. It will be made with $\frac{3}{4}$ inch head pieces, and $\frac{7}{8}$ inch sides, head pieces should be white oak and side white cedar. The trunk is to be set on the inside of the bottom and fastened in place with long screws, these extending through both the keel and the bottom. Now it would be a most excellent thing here to also use marine glue and to be generous with the fastenings. The upper end of the trunk should be fastened to the center thwart as shown so as to prevent it from wringing.

The center board will be made of $\frac{5}{8}$ by 11 inch white cedar. It should be 2 feet 6 inches in length from cleat at head to bottom. Run a flush cleat across the bottom end to resist warping. The upper end should have heavy cleat to cover top of trunk and as well for the purpose of preventing the board from dropping through slot.

The spars will be made of spruce or fir. I should prefer the latter. The sprit sail shown is not so efficient as the regular gaff sail nor as the leg-o-mutton; but as mentioned before the spars are all short and can be stowed in the dink which is a consideration well worth while. I have purposely kept the sail area small. It would be safe to carry as much as 70 square feet on this boat providing the one who handles her knows how to sail as well as swim. For the younger generation the smaller rig is the better.

Jan should have at least three coats of paint or four of spar varnish. The bottom should be painted with anti fouling composition. Notice that there are two light rub strips each side the bottom, these had best be made of $\frac{1}{2}$ by 1 inch white oak. There is very little use in painting the rub strips if the craft is to be used up and down a sandy beach. A coat or two of linseed oil will be the better treatment under these conditions.

Jan can be built complete with oars, hardware, painter, etc., for approximately \$75.00. The lumber bill would be perhaps one third of this amount.

As a service to readers who wish to build this boat, and might want larger copies of these drawings to a scale of $1\frac{1}{2}$ inch to the foot, arrangements have been made to supply blue prints at moderate cost. Write to the Editor of MoToR BoatinG, 119 West 40 Street, New York, N. Y., for particulars of cost, and how to secure prints.

Getting Lines to Disabled Boats

(Continued from page 120)

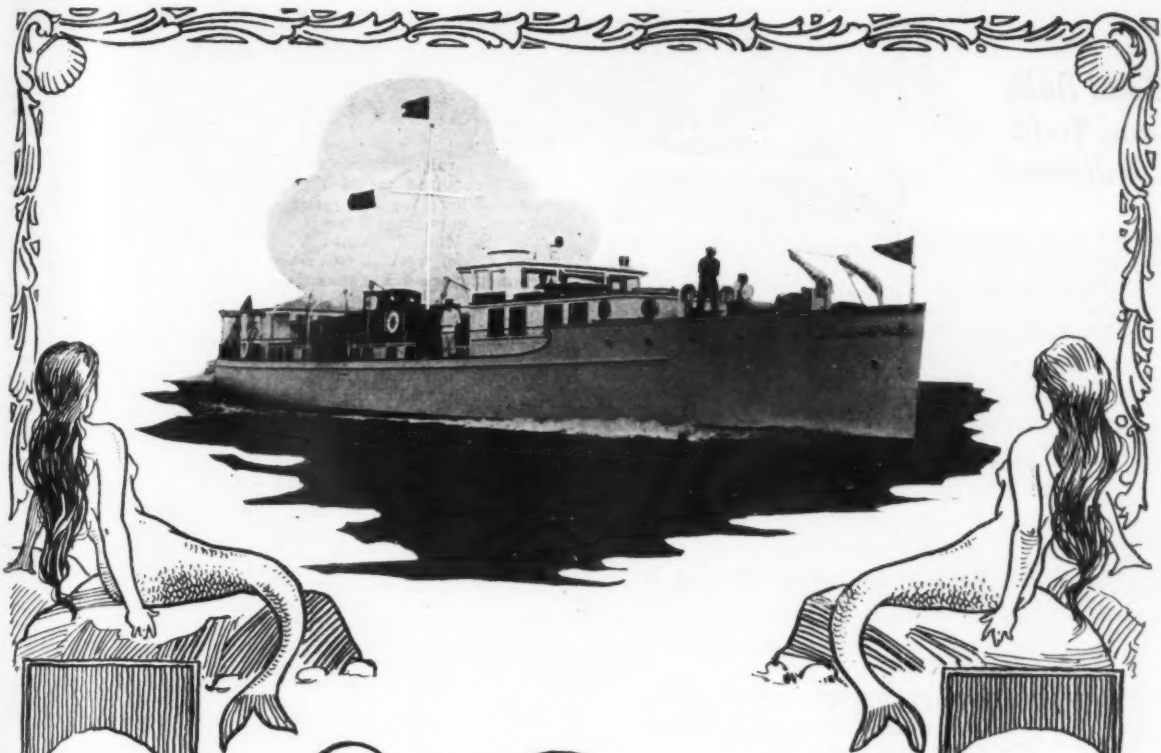
made fast, get under way and start for port. Unless the conditions are very critical, a boat known to be in any way unseaworthy should never be used on a mission of this kind, unless it is handled by a thoroughly experienced captain. Always have a helmsman aboard the disabled craft to steer it, as otherwise it would have a tendency to be sheering off. Unless the occasion demands it, run under reduced throttle when towing in heavy sea, in order to reduce any tendency of straining the hull or bits.

When the disabled boat has been towed into smooth water, and where much traffic is liable to be encountered, it is best to lash the towing craft to the after quarter of the disabled boat, using both bow and stern lines, so that it can be easily maneuvered. Of course, don't forget to place sufficient bumpers between both boats so as to prevent chafing.

Whenever it is necessary to tow speed boats or other craft having a deep forefoot, unless there is danger of seas washing aboard, this type of boat is much easier handled stern to. Under slow speed, this type of craft has a tendency to yaw in every direction except the right one on account of this deep forefoot. However, when the size of the sea prevents the use of this stern-to method, try to tow the disabled boat bow to, with a drag of some kind astern.

First speak to the crew of the disabled boat, tell them just what they are to do, and then go ahead in a methodical manner. Remember, they can't read your mind, so be calm and the crews of both boats are more apt to be likewise. Much of the success of any such undertaking depends, to a large extent, upon the skill of the captain in charge of the towing boat; therefore, never attempt a job of this nature unless such a man is available. This is particularly true in cases where the disabled boat has been carried close in shore. Handling of any boat in a breaking surf calls for a thoroughly experienced hand at the wheel; otherwise never attempt it, or the result may be the loss of both boats.

V. L. S., Wilmington, Del.



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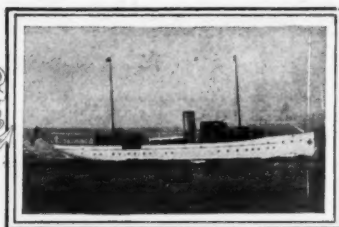
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Putting Across the World's Biggest Racing Event

(Continued from page 92)

erable progress had been made through the activities of the Executive Committee by that time and the enthusiasm evinced at this meeting was most encouraging. Enough money had then been raised and plans for raising the balance of the amount required to meet all obligations had progressed to a point where we felt justified in opening an official headquarters, engaging a secretary and a stenographer.

Roy S. Hubbel, manager of the Belmont Hotel, offered us an office, free of cost; since then he has given us the use of parlors for committee meetings, and has extended other courtesies that it would have been difficult if at all possible to obtain at any cost. We engaged Henry Clay Foster at a nominal salary to become permanent secretary and established him in the office at the Belmont Hotel, providing him with the office fixtures necessary to carry on his duties, which he has done with enthusiasm in a most acceptable and courteous manner, always using tact and exhibiting the best of good humor, sometimes under adverse and trying conditions.

Early in July it was decided that this organization should be incorporated to relieve the individual members from responsibility, should anything happen that might lead to a damage suit. Hence a corporation was formed under the name of New York Gold Cup Corporation, capitalized for \$20,000 with shares at \$10 each. The sale of part of this stock helped to defray expenses this year. Subsequent to this incorporation, the New York Gold Cup Corporation appointed the existing executive committee which has been known as the New York Gold Cup Committee and empowered it to appoint all sub-committees and to do all other acts and deeds necessary to prepare for and conduct the regatta.

This corporation will remain in existence permanently, being always ready to take charge of another regatta in or about New York whenever it is deemed desirable to make use of its facilities within the limitations of its charter, to relieve personal responsibility of committeemen, but with no intention of actually conducting the event, further than to authorize the appointment of certain proposed committees, and to empower them to act.

The purpose of a regatta is primarily to run races. Hence the first and one of the most important committees is the Race Committee, which later was placed in charge of the ablest, the most experience and the best posted genius in the motor boating world today, who is none other than Charles F. Chapman, Secretary of the Racing Commission of the A.P.B.A.; a member of a dozen or more yacht clubs; experienced deep sea navigator; an authority on boats, motors and navigation, one of the cleverest drivers of high speed motor boats in this country; editor of this magazine; and, last and most important of all, one of the cleanest and most honorable sportsmen, as well as being a most likeable fellow with hosts of friends wherever there are sail or motor boats.

Under his direction there were 19 sub-committees, the names of most of which are significant of their respective duties although the actual details can only be imagined, because they are never to be fully recorded; following are the committees:

- | | |
|-------------------------------|--|
| 1. Rules and Instructions | 10. Racing Programs |
| 2. Measurements & Inspection | 11. Patrol & Fire Prevention |
| 3. Surveying & Marking Course | 12. Judges of the Course |
| 4. Starting & Signalling | 13. Honorary Judges |
| 5. Timing | 14. Medical Aid Afloat |
| 6. Scoring & Records | 15. Express Cruiser Races at foreign ports |
| 7. Racing numbers | 16. M. V. P. A. 151 cu. in. class |
| 8. Technical | 17. Outboard Motor Races |
| 9. Entries | 18. Special Exhibitions |
| | 19. Official Headquarters |

All of these committees functioned perfectly; every little detail was properly prepared; all of the 30 events were started exactly on time to the fraction of a second. Over 300 entries had been made for the various events; the majority of these entrants started in each of the various classes, but accidents in unprecedented numbers put many of the boats out of the running before they had completed the race. Several of the races were run in three or more heats; in some instances only two or three boats were able to start in the last heat because of previous accidents.

These accidents were not due to the course, nor to the weather conditions, nor to floating objects nor obstructions, but were due to mechanical or constructional details, or to the handling of the boats. The course was clean; there was no interference because it was perfectly patrolled; it never was as rough as every other course usually becomes

(Continued on page 126)



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Can safely say these plugs helped to make Miss Quincy IV the champion of the 151-inch class again. I recommended Rajah Plugs to most of the racing boys and trust you will hear from them.

Thanking you for past favors, I am
Very truly yours,
(Signed) C. E. PADGETT.

EIGHT boats crossed the finish line in the 151" Hydroplane Race at the Gold Cup Regatta. Myda, the winner of the race and six of the other boats to finish used Rajah Spark Plugs. The popularity of Rajahs among racing drivers is based on Rajah's many years of racing service. No other spark plug can stand up under the full load of a marine engine with reliability equal to Rajah. Because heavy fuel charges quickly short circuit a poorly designed plug, causing not only a waste of fuel but what is even more important in racing, a loss of power.

Rajah spark plugs are made in two styles, the waterproofed type for unprotected inboard engines and outboard motors; the standard type for protected engines. Each style is made in all types and threads to fit every make of engine. If your dealer does not carry in stock the particular type you want, order direct from us.

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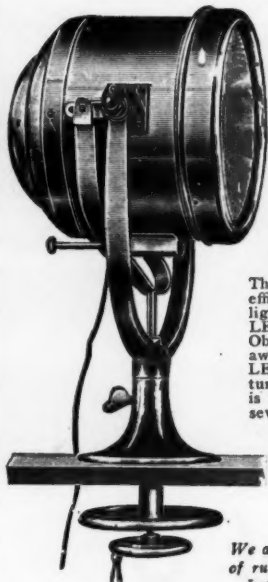
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THE NATIONAL MARINE LAMP CO.
FORESTVILLE, CONN.

Putting Across the World's Biggest Racing Event

(Continued from page 124)

on one or more of the days of every race heretofore held at other places.

The smoothness and dispatch with which the races were conducted impressed everybody and brought forth unstinted praise for the evidently well organized and well oiled machine that composed the Race Committee.

While it has herein been stated that the primary function of a regatta is to run the races and that one of the most important committees is the Race Committee, yet that committee could not make very much of a showing if it had not funds to defray the necessary expenses. Hence, a committee of quite equal importance, though its work does not come under public observation to the same extent as does the Race Committee, is the Finance Committee. The chairman of this committee was none other than the jovial, irresponsible, energetic, sunny-dispositioned, Thomas Farmer, Jr., ex-commodore of the New York Athletic Club. Before he was finally persuaded to take the chairmanship, the future had a very dark and foreboding aspect. This proposed event was so different from anything ever before held in the East that most of those who were approached to give it their financial support were skeptical and several of them openly declared they had suspicions of the eventual channels into which the money might go, evidently thinking it was some sort of a promoters scheme to line his pockets with gold. As a consequence it required a very vigorous and systematic campaign of solicitation by personal visits and by letter, telephone or telegraph; only by evolving many schemes for advertising; also the sale of stock, tickets, etc., was it possible to get the money together. By such means, and by persistent effort he succeeded to the extent that there will be a little surplus left over with which to pay incidental expenses next year previous to beginning an actual campaign to raise funds. Few would have had the persistence that he had, under such discouraging circumstances and he is entitled to the fullest commendations for the success of his efforts. He had a hard job but he finished it perfectly.

Under Commodore Farmer's direction there were 8 sub-committees as follows:

- | | |
|----------------------------|----------------------|
| 1. Private donations | 5. Accountancy |
| 2. Club donations | 6. Auditing |
| 3. Subscriptions & Tickets | 7. Trophies & prizes |
| 4. Budget & Reports | 8. Insurance |

One of the sub-committee chairmen, William Eldridge of the Trophies and Prize Committees personally raised nearly all the money required to buy the trophies, prizes and flags, and except in the few cases where prizes instead of money were donated, he personally selected them, had them suitably engraved and placed on exhibition. This was a job of no mean proportions as anybody will admit who saw the wonderfully beautiful prizes he secured; furthermore it required good taste, and a fine comprehension of the program of events and the boats that would compete in each event, to select prizes conformable with them.

One other interesting detail handled by the Finance Committee was in the securing of an insurance policy for one hundred thousand dollars to cover accident and damage to person or property of any of the contestants or spectators, should claim be made.

Mr. E. H. Tucker of the Insurance Committee finally succeeded after much effort in placing a policy with one of the largest American companies; none of them wanted to touch it, and only one finally consented to undertake it.

It might be stated here that about 10,000 people were transported by boat and several hundred additional by auto and bus without so much as a scratch resulting.

Another committee that was equally important as the two preceding committees was the Transportation Committee. In most localities it would not be of so much importance as it was in this instance. While Port Washington is on the Long Island Railway and is only about 20 miles from New York, the railway station is quite a distance from the water front, so provision had to be made to convey spectators from the trains to the dock and back again after the races unless they drove down by auto.

There were a large number of invited guests from all the yachting centers who were also conveyed from the Belmont Hotel direct to the dock at Port Washington by auto buses.

(Continued on page 128)

The Six Niagaras

LOWER initial cost, lower maintenance cost, longer life, sturdier construction, sounder engineering principles and greater adaptability put Niagara Motors well in advance of marine engines of equal size and power.

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All four cycle type

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Niagara Special	15 H.P. " " " 32 "
Model E-2	14 H.P. " " " 35 "
Model E-4	30-35 H.P. " " " 40 "
Model D-4	60-80 H.P. " " " 55 "
Model D-6	100-120 H.P. " " " 75 "

All of these models have an established reputation of reliability and durability as well as ease and quietness of operation. Each delivers its full rated power without strain or faltering.

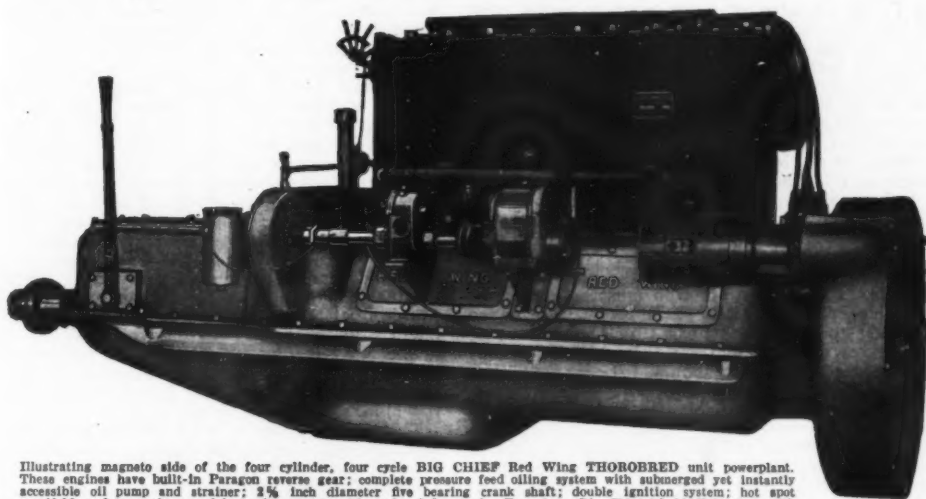
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THE MOTOR WITH POWER TO SPARE



Illustrating magneto side of the four cylinder, four cycle BIG CHIEF Red Wing THOROBRED unit powerplant. These engines have built-in Paragon reverse gear; complete pressure feed oiling system with submerged yet instantly accessible oil pump and strainer; 3/4 inch diameter five bearing crank shaft; double ignition system; hot spot manifold, and two unit powerful starting system with enclosed fly wheel. Two sizes: Big Chief 50-60 H.P. (bore 5", stroke 7") and Big Chief Special 75-90 H.P. (bore 5 1/2", stroke 7") gray iron or aluminum base types.

Also built in true pairs for twin screw service.

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Confidence of the marine motor buying public that the perfect balance and efficient performance of the "THOROBRED" was possible in any size brought a quick and hearty reception, and wide distribution to the newer BIG CHIEF 50-60 and 75-90 H.P. cruiser type Red Wings. These engines more than made good from the start, and now enter on their third season with a long list of satisfied owners testifying that their engines sure deliver the goods.

Adherence to the 24-year-old THOROBRED simplicity of design and rigidity of construction, together with up-to-the-minute refinements, make these Big Chief engines highly desirable. If the basic fundamentals of a motor are correct, other features will be found equally secure. Take the Big Chief's pressure feed oiling system for instance—with circulation effected by a heavy duty rotary pump built inside of a strainer, the whole unit submerged in oil at all times. The pump is always primed to function instantly, with no possible chance of clogging. Pump and strainer are removed in less than a minute for inspection or cleaning, without breaking an oil pipe connection. Such oil pump reliability and accessibility was unknown to marine engines until Red Wing took the lead. Other important features of these engines gladly explained to those interested in these remarkable cruiser powerplants.

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Model B32—40 h.p., 4 1/4 x 5 1/4", 4 cyl.
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Waterfront scene on Red Cedar Lake, Wis., with the "Hurry Back" coming into dock. This heavily constructed 44x10 ft. day cruiser is powered with the 75-90 H.P. Big Chief Special, making 14 M.P.H. Owner, Frank Stout, Angus, Wis.

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Putting Across the World's Biggest Racing Event

(Continued from page 126)

The buses were convoyed by motorcycle policemen from the Metropolitan Police Department from start to finish, and regardless of the heavy traffic on the Long Island roads, the buses made the trips in less than 45 minutes. It was one of the most impressive features of the event; it was universally spoken of as the most wonderful service and enthusiastically praised by all of the guests. In other cities where the distance from the center of the town to the course is only one-quarter to one-half as far as it is here, it is seldom possible to reach the course in much less than an hour.

As the course was located almost in the middle of Manhasset Bay, and as all the shore property is composed of private estates, the only way that spectators could see the races was from yachts anchored around the course. Because there are thousands of enthusiastic supporters of the sport who are yacht club members, but who have no boats, and besides there being a lot of visitors who must be cared for, J. J. Mantell, Vice-President of the Erie Railway, provided two big car floats, and the New York City Department of Plant and Structures provided and erected reviewing stands on them that would accommodate about 2,500 people. These barges were anchored alongside the course opposite the committee boat, thus affording the spectators an excellent view of the whole course.

To convey the spectators to and from the barges, a number of small ferryboats were hired. Toilet facilities were provided; lunches, soft drinks, cigars, candy, etc., were obtainable at moderate prices, and there was no crowding, no jostling, everything being handled in a systematic and orderly manner.

The Chairman of the Transportation Committee was Howard W. Lyon, a serious-minded, quiet, earnest, efficient and most likeable fellow. He devoted his entire time to the duties assigned to this committee for about two months. Not only did he work out the details of the transportation above referred to and saw that they were made to work, but he gave everything his personal supervision to see that everything was functioning. He also looked after the transportation of all the racing boats shipped to New York; attended to all cartage, towing of the barges, lighters, derricks, and provided storage, watchmen, transportation of officials and entertainers. He was all over the great Metropolitan District almost every day for a month, extending as it does from Jamaica Bay to Port Washington, from South Brooklyn to New Rochelle, from Yonkers to Jersey City. He traveled on every kind of conveyance obtainable and was on the job from early morning until after midnight many days at a stretch.

If it had not been for the barges provided by Mr. Mantell and the buses which were provided and manned free of cost by A. F. Masury, Vice-President and Chief Engineer of the International Motor Co., the regatta would never have been the success it was. Both of these contributions were of inestimable value to the committee and were a very expensive contribution by the donors to the comfort of the spectators and guests.

Mr. Lyon had 12 sub-committees, consisting of the following:

- | | |
|-------------------------------------|--------------------------------|
| 1. Transportation of Officials. | 7. Reviewing Stands. |
| 2. Transportation of Guests. | 8. Hauling and Towing. |
| 3. Transportation of Spectators. | 9. Freight and Express. |
| 4. Transportation of Entertainers. | 10. Storage and Housing Boats. |
| 5. Transportation About the Harbor. | 11. Supplies and Repairs. |
| 6. Barges, Lighters and Derricks. | 12. Watchmen. |

Not a boat was damaged in transit, neither was one even marred that was handled by this committee.

Not a person was hurt nor was anybody subjected to any discomfort, so far as has been reported. The transportation was as perfect as it could be with the facilities available, none of which were ever intended for the purpose they were called upon to perform during this event.

The Entertainment Committee was headed by Robert E. McAllister, who had 16 sub-committees, each headed by an able chairman. These committees were as follows:

- | | |
|----------------------------------|--------------------------------------|
| 1. Invitations. | 9. Traffic Regulations. |
| 2. Cards to Clubs. | 10. Policing of Docks. |
| 3. Tickets and Badges. | 11. Fire Prevention Ashore. |
| 4. Hotel Reservations. | 12. Medical Aid Ashore. |
| 5. Guests' Headquarters. | 13. Music and Dancing. |
| 6. Port Washington Co-operation. | 14. Entertaining Visiting Yachtsmen. |
| 7. Reviewing Stands. | 15. Special Entertainment. |
| 8. Parking Cars. | 16. Ladies' Entertainment. |

Everybody declared they had the best time at this regatta they ever had at a similar event and the visitors were lavish in their praise of the effort made to look after their comfort and amusement. No other testimony is necessary to settle the question as to whether or not the Entertainment Com-

mittee did its work well. Those who did not receive attention was because they kept out of reach of the members of that committee. The universal complaint of most of the guests was that the committee would not allow them to sleep.

In connection with the work done by the Entertainment Committee, special mention should be made of the vast amount of detail work attended to by Ira Hand. He not only looked after the treasury, but he also looked after most of the printing and mailing of the invitations, also the printing and distribution of the tickets, the posters, the programs, and secured the ticket takers and distributed and sold most of the tickets. He turned his office and staff into an auxiliary headquarters, beside devoting most of his time to keeping everybody straight on all the other committees, who in any way needed or used anything that would pass through his hands or would cost the committee any money. His services were invaluable and, due to his long experience in handling the Motor Boat Show, he knew how to avoid lots of pitfalls that might otherwise have proven costly.

The R. C. R. C. members were on the job all the time and the headquarters of that organization on the fifth floor of the Belmont Hotel was the meeting point every night of all the motor boat bugs of the country.

The entertainment of the Columbia Yacht Club also went off with a bang. The special entertainment provided that evening through the courtesy of Commodore Jules Heilner of the Colonial Yacht Club was loudly and vociferously applauded. This event will long be remembered by everybody who was present and with many a chuckle when some of the antics of staid old business men are recalled, as they were made to unbend and become boys again on that eventful evening.

All the clubs on Manhasset Bay and several on the Sound and the Hudson River went to every possible length within their capacity to make the guests welcome and accorded all visitors holding invitations or guest cards the same privileges as a member, besides providing music for dancing every night.

The Chairman of the Publicity Committee was George W. Sutton, Jr., who is probably better known than any other writer on automotive subjects, besides being one of the most delightfully companionable fellows in the publicity business. Associated with him in this work were several other outstanding figures in automotive affairs, as for instance Harry A. Bruns, Richard R. Blythe, L. Casanova, Worth Colwell, Edward F. Korbell, Seabury Lawrence, Robert Edgren, besides the editorial and reportorial staff of many magazines and newspapers. He and his committee aroused a tremendous and far-reaching interest in the regatta among yachtsmen. If they had not been held down they would have set Little Old New York on fire with excitement over the event, as there was no way by which large numbers of the general public could be accommodated, it was thought best to refrain from carrying out some of their plans, because it would likely have brought thousands of spectators who would only have been disappointed because there would have been no way for them to see the races.

Under the Chairman of the Publicity Committee were 9 sub-committees, composed of the following:

- | | |
|----------------------------|---------------------|
| 1. Newspapers. | 6. Moving Pictures. |
| 2. Magazines. | 7. Photographs. |
| 3. Advertising. | 8. Invitations. |
| 4. Programs and Circulars. | 9. Souvenirs. |
| 5. Broadcasting. | |

Ten telephones were installed in the dock for telephoning the news to the city promptly. Extra telegraph operators were on duty at the telegraph office to send wire messages. It is estimated about 75,000 words were wired each day. On the Committee barge, 12 typewriters with plenty of paper and carbon sheets were available for the reporters to write their stories. Messengers took these reports to be filed at the telegraph office or to be telephoned to the city after each race. On Sunday announcers with megaphones were stationed on the barges to keep the spectators informed.

One thing alone failed at the last moment, which would otherwise have added materially to the enjoyment of all the spectators if it had materialized as planned. Provision was made for one of the large broadcasting stations to install some powerful loud speakers which could be used to announce the events, the winners, the owners and the drivers, the time, the speed, etc., all of which adds so much to the interest of the spectators at such an event. It announced its failure to go through with the project when it was too late to do more than to get another station to simply broadcast without the loud speakers. Those who had radio sets on their yachts enjoyed this service immensely, as they kept

(Continued on page 130)

Three Famous Banfield Fishing Skiffs

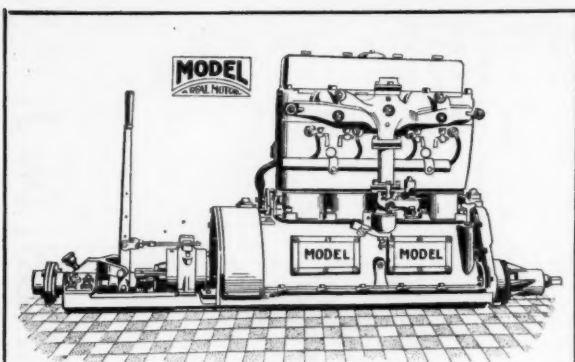
BANFIELD Fishing Skiffs are the last word in design and adaptability to the needs of the deep sea sportsman. Being Genuine Banfield Sea Skiffs they are safe, seaworthy and reliable. Owned by some of the country's best known fishermen.

26-ft. Florida Fishing Boy
Forward cockpit, cabin and toilet.

34-ft. Florida Fishing Boy
Sleeps four. Galley with toilet.

34-ft. Twin Screw
Cruiser Fishing Skiff.
Sleeps four. Galley
and toilet. Yacht
type finish. Forward
cockpit if desired.

Orders Being Accepted for Florida
BANFIELD SEA SKIFF WORKS, ATLANTIC HIGHLANDS, N. J.



\$800.00 Value for \$270.00

This is what we are offering in our "Model" 25 to 40 H.P. $\frac{4}{8}$ " x 6" Motors. These Engines are of the 4 Cylinder, 4 Cycle, overhead Valve, heavy duty type and have a $\frac{3}{4}$ " Crank Shaft, extra large Bearings, long and extremely strong connecting Rods, Tungsten Steel Valves, Pressure Feed Lubrication, heavy helical Cut timing Gears, enclosed tappets and springs, and are standardized thru-out.

They are the product of 30 years of experience in building high grade heavy duty Tractor, Truck, Marine and Stationary Engines. The new reduced Fall Price of \$270.00 for the bare Engine includes Magneto with Impulse Coupling and Carburetor with Kerosene Manifold.

Other Sizes: 12 to 60 H.P.; \$90.00 to \$460.00. Write for Catalogs today.

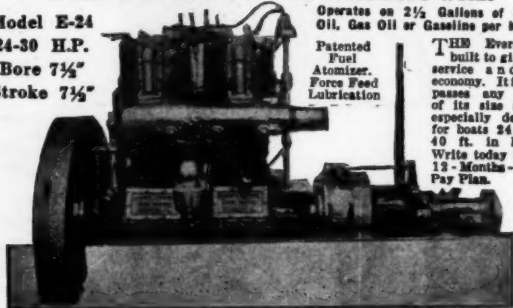
PERU MODEL ENGINE COMPANY, INC.

Sales and Service Depts.: BUTLER, near Pittsburgh, PENNSYLVANIA, U. S. A.

P. O. Box 449

GET THE FACTS ABOUT THE EVERETT A HEAVY DUTY ENGINE FOR STRENUOUS WORK

Model E-24
24-30 H.P.
Bore $7\frac{1}{2}$ "
Stroke $7\frac{1}{2}$ "



Operates on $2\frac{1}{2}$ Gallons of Fuel Oil, Gas Oil or Gasoline per hour.

Patented Fuel Atomizer, Force Feed Lubrication

THE Everett is built to give long service and high economy. It far surpasses any engine of its size and is especially designed for boats 24 ft. to 40 ft. in length. Write today for our 12-Months-Work-Pay Plan.

EVERETT BROS. MOTOR CO., BRUNSWICK, GA.



No. 35Y
Yacht Arm Chair

Hardwood frame, all metal parts brass. Folds to 26 $\frac{3}{4}$ " x 16 $\frac{1}{2}$ " x 6". Weight only 14 $\frac{1}{2}$ lbs.

"GOLD MEDAL" FOLDING FURNITURE

For 33 Years the Recognized Standard.

Gives Home Comfort "Aboard"

This new Yacht chair, designed especially for Motor Boat Use, insures complete relaxation and rest. Its stylish lines, handsome mahogany finish, khaki seat and back, and brass metal parts harmonize with appointments of finest cruisers on deck or below. As all metal parts are brass, it defies salt water. There is a piece of "Gold Medal" Folding Furniture for every purpose.

Sold by reliable dealers everywhere. Write for name of one nearest you and handsome illustrated catalog.

Gold Medal Camp Furniture Mfg. Co. 1754 Packard Avenue, Racine, Wis.

Putting Across the World's Biggest Racing Event

(Continued from page 128)

posted on all that was going on and knew all the details in less than two minutes after a race was finished. The same was of course enjoyed by all shore radio owners who listened in.

Mr. Carl G. Fisher helped the regatta in a most generous way by his contribution of the use of his property and docking facilities, also the use of the Purdy Boat Works. He also contributed most of the money for the magnificent fireworks displayed at Port Washington on Saturday night.

This, in brief, is an outline of the formation of the committee, the work it had to do, the men who were responsible for the success of the work assigned to each of the five committees, and how the regatta was financed.

No words can adequately express the gratitude of the chairman for the splendid way in which each and every one of the 200 or more members composing the numerous committees took hold and worked to make the affair a complete success. It has been the greatest pleasure imaginable to be associated with them. No finer lot of men were ever gotten together. Their loyalty and co-operation was wonderful. Without the unselfish support which they gave so cheerfully, the project could never have been accomplished. Many, many sincere thanks are extended to each and all of them.

Cruiser Racing Comes Back to Life

(Continued from page 25)

have always tried to hit the line with full headway and so carefully timing our start one minute back of the line opened the throttle wide with 300 yards to go, only to be confronted with a solid line of competitors coming across our course on the port bow. We had the right of way but it was easily seen that if we held on, a crash would result and that, in such a fine crowd of men, was the last thing to be desired even if in the right. So there was nothing to do but slow down and look for an opening where we might break through. This finally came but not till so late that what would otherwise have been a wonderful start was completely spoiled and we only went over well in the van.

Let the impression be given that the line was short or improperly placed, let me say right here, that such was not the case, and as in all the other races, the committee had details worked out to absolute perfection. All the twenty-one boats were over promptly and the wash thrown made steering with any degree of accuracy for the first half mile almost impossible. With our good position and speed we were able to keep fairly well in the van till the faster boats got away, but at that, on turning the Barkers Point Bell about two miles from the start, we were fourth boat. Starlight with her big six cylinder Scripps as usual led the fleet, followed closely by Adele and Turbesé. Then came Kemah II. while lapping us were Avis II. (winner of the Larchmont-Gloucester Race) and Miahelo. Right behind were Bedouin, Baby Claire IV., Senator Bill, and the rest of the fleet fairly well bunched.

Out in the sound we felt the first of the sea and wind both of which were practically dead on end but the tide was running strong in our favor.

A short distance on Sands Point Buoy was passed and all the fleet except two stood well to the north of their course to take every advantage of the ebb tide. Kemah II. and Baby Claire IV. stood down on the direct course, believing the added strength of the tide a little to the north would not compensate for the extra distance sailed.

While I was responsible for the navigation on Kemah II. I can't truthfully say now which was the better course and I think it was about an even thing. The leaders of the fleet continued in practically the same order to the turning point, but the faster boats kept pulling ahead and before reaching Stratford Middle Ground, Starlight was just discernible ahead, with Adele followed by Turbesé some ten minutes behind her. Avis II. and Miahelo were on our port beam and Baby Claire IV. astern, with Bedouin on our port quarter.

We passed Oak Neck Spar at 10:20 $\frac{1}{2}$, Lloyds Bell 10:48, and Eatons Can at 11:13 $\frac{1}{2}$. As usual on Kemah, we were attending strictly to the work at hand, each helmsman standing one hour watches only, so that there might be no tendency to tire and the eyes might not lose their keenness from constantly watching the lubber line. We knew we had a chance to win far better than the average with our low rating, and felt that the position of the boats at the turn would tell the tale. So we made out a table to figure

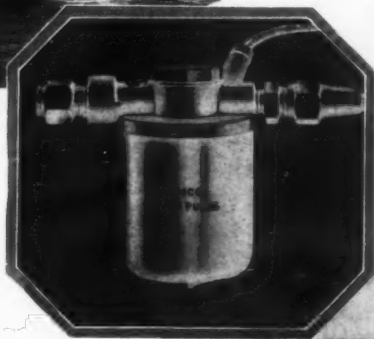
(Continued on page 132)

Making Motor Boat History With the Autopulse



Baby Bootlegger

Colonel J. G. Vincent's Packard *Chriscraft II*, winner of the 150 mile International Sweepstakes, Labor Day, September seventh, was likewise assisted to victory thru the faithful performance of the Autopulse.



Caleb Bragg in *Baby Bootlegger*, and Dick Locke piloting *Miss Tampa*, finishing One-Two in the Gold Cup races Saturday, September fifth, quite naturally were Autopulse equipped. And—

Packard *Chriscraft II*

Two Signal Victories

Here are tests that mean positiveness, accuracy, reliability, safety, and every other quality of extreme accomplishment under conditions that could not be more exacting.

The Autopulse entry has the certain knowledge that it will "come thru" no matter what the demand. You too can build this certainty of performance into your marine motors whether designed for speedster, cruiser, or general service.

Assign the question of absolute gasoline supply to the *Autopulse* and worry about something else.

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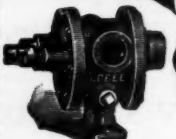
Gear and Rotary Pumps from $\frac{1}{8}$ " to $1\frac{1}{2}$ " suction and discharge. Different designs for various types of drive and mounting made to order.

Write today for catalog and prices

Sold by Leading Dealers Everywhere

Lobee Pump & Machinery Co.

1790 Niagara Street, Buffalo, N. Y., U. S. A.



Cruiser Racing Comes Back to Life

(Continued from page 130)

the times of our competitors and this is how it worked out roughly at the turning buoy:

VESSEL	TURN	For One-Half Distance	
		LEADS BY	ALLOWS
STARLIGHT	12:18:50	12:04	11:41
ADELE	12:30:54	14:50	1:21
TURBESE	12:33:40	18:30	1:54
MIHAELO	12:37:20	20:20	1:48
AVIS II	12:39:10	21:40	1:39:11
KEMAH II	12:40:30	27:00	47:25
BEDOUIN	12:45:50	30:00	39:14
BABY CLAIRE II	12:48:50	34:00	28:39
PEREGRINE	12:52:50	35:30	37:07
MU-J	12:54:20	46:14	54:04
SENATOR BILL	1:05:04		

The rest of the fleet were too far behind to bother about and a glance at the allowances will show that there was not a boat in the fleet which could save her time on us or any of the lower raters which could save theirs.

In the spacious engine compartment, it looked no bigger than a Ford and how that motor does it, I don't know. I have been shipmates with it, many times, on Commodore Jimenis' fine little ship and yet each time, my wonder and admiration increase.

Coming on deck, I found the easterly had died out—and was coming in light from the S. W., and the sea gone down considerably, as the tide had turned just before we reached the buoy and was now running strong in our favor on the way home. This left the rest of the fleet with the tide to buck to the turning mark, and we shed no tears over this as all the boats, to which we gave time, were far behind us and would not meet such favorable conditions. We were gradually creeping up on Avis II. and worked for over an hour to get past her stern wave which we finally did.

Meanwhile, on our way back, we had passed Eatons at 208—Lloyds at 2:35, and Oak Neck 3:02. Nearing the end of our journey, we were catching up on Miahelo and were so close at the Barkers Point Bell, when she swung a little wide we cut inside and with her lapping our stern and Avis almost abeam of Miahelo, the three of us crossed the line but seconds apart, and with the knowledge we had won against a worthy fleet, and as fine a crowd of Corinthians as ever steered motor boats.

Starlight won time prize, finishing first with an elapsed time of 6:07:45 and an average of 12:72 statute miles per hour. Adele arrived thirty-five minutes later with an average of 11:65, followed thirteen minutes later by Turbesé, averaging 11:25. Then came Kemah II. at 4:12:39 with an average of 11:08 so that the boat which rated seventeenth in size had finished fourth on elapsed time, which is truly a wonderful showing.

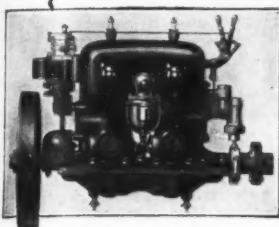
On corrected time, Bedouin was second and richly deserved the position as she is an out and out cruiser whose owner and his friends have worked hard to improve her speed. Brickton III. was third, Baby Claire IV. was fourth, Senator Bill fifth, and Adele sixth. All boats with amateur crews and vessels entirely tuned up for the race by their owners without professional help.

Kemah II. is truly a wonder ship. Owned by the popular Vice-Commodore of the New York Athletic Club, Yachting Department, Edwin A. Jimenis, she was designed by Fred Lord and built by Ruddock in 1923. In speaking to Fred about her lines, he said, "Well, Harry, she sort of came out that way and as she looked pretty good, I let her go," which anyone knowing Fred's careful calculations, will realize is about as modest a statement as could be made. Her E-4 Scripps turns a Columbian propeller of 20 inch diameter and 18 pitch 1075 r.m.p. all day long, and she is never raced till the owner has personally cleaned and tuned the motor to perfection. With an overall length of 38 feet, and W. L. of 37 feet 6 inches, she has a beam of 9 feet 6 inches and draws 3 ft. She is of conventional glass enclosed bridge deck type with toilet and cabin forward, followed by galley, bridge deck with engine under, owner's cabin and toilet aft. Designed without any thought of racing and used by the owner as his summer home, she works out an ideal combination with easily driven hull, which gives her a good turn of speed without excess power and accounts for her low rating. Given greater power, her speed would not increase in ratio to the increased rating and she represents about the ideal combination which the present A.P.B.A. Rules seeks to foster.

A change in the present minimum beam requirements would strengthen the rule also a limit to making the ends too fine, and this would insure more Kemahs which would be the biggest boost the sport of Cruiser Racing could have.

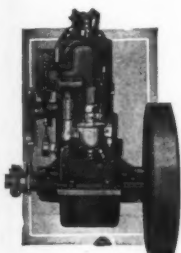
A complete summary of the race will be found on page 140.

Gray Motors



2-Cycle, 6-8 H.P.

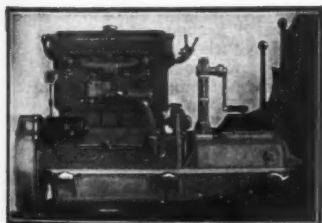
Model "U"—popular since 1912. Redesignated for higher power, and smoothest running. For 14-22 footers, speeds up to 15 miles.



Model "O"

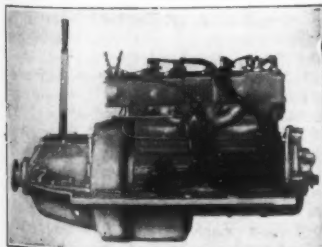
Model "O"—4-5 H.P. valve-in-head 4 cycle. Magneto equipped. $3\frac{3}{4}$ " x $4\frac{1}{2}$ " 1000 r.p.m., 165 pounds.

Kerosene or Gasolene



Model V—25-35 H.P.

Bore $3\frac{1}{2}$ ", stroke 5", weight 550 pounds, pressure lubricated, for boats up to 40 feet. Used by the United States Government. Write for new catalog just off the press.



Model "Z"—22 H.P., \$295-466

Length $38\frac{1}{4}$ " overall, 66% of entire surface is salt water resisting aluminum—iron base optional. Greatest depth, below base 6", height $14\frac{1}{2}$ ", 289 pounds complete.

For boats up to 30 feet.

HIGHEST QUALITY AT LOWEST PRICE

There is in the Gray Model "Z" the steadiness of fluid power. Owners say they are literally unconscious of a moving mechanism at ordinary pleasure speeds. Model "Z" has put a new and fresh delight in boating which only your experience with the motor itself can impress upon you.

Model "Z" is a quantity production job; has been steadily improved since its introduction three years ago. It is being installed in fast runabouts from 18 to 24 feet, and in Elco and Richardson standardized cruisers. It is standard equipment with over a hundred boat builders. Priced from \$295 to \$466, depending on equipment.

For pronounced durability and economy, old hands at the game consider Gray Marine Motors; over 60,000 satisfied customers; built since 1906 by an organization of boatmen and engineers who know. Gray Motors cost less, in the long run.

Gray Marine Motor Co.,
Detroit, Mich.

Gentlemen:

I have the model "Z" installed in my Hacker runabout, and it sure is the "sweetest" running thing I ever owned and I have owned many boat motors.

The first time I went fishing in less than fifteen minutes after I left home I hung a 6 ft. tarpon. I never saw a motor throttle down like it does.

Yours truly,
Mr. C. A. Richardson, Jr.,
Lake Charles, La.

Get all the facts—write for

Model "O" single cylinder,
4 cycle, 5 H.P....\$99 to \$135

Model "Z"
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Model "V"
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Model "VE" 35-40 H.P.
heavy duty\$600 to \$900

Model "U" double cylinder,
2 cycle, 6-8 H.P.

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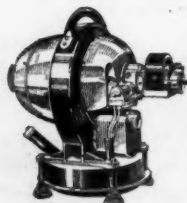
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There is a **HOMELITE** Dealer near you—let us arrange a demonstration.

Kermath Powered Cruisers and Chris-Craft Furnish Thrills at Detroit Regatta

(Continued from page 37)

promised. This race was scheduled to be the major event at the Detroit Regatta and the failure of the foreigners to appear made it necessary to rearrange the entire program at the eleventh hour.

But what Detroit lacked in number of entries they made up for in other ways. As usual, Eddie Edenburn was at the helm with his usual staff of efficient workers and they all saw to it that every regatta arrangement was perfect. As many, if not more than usual number of visiting yachtsmen and yachts, were present, and of course the officers and members of the Detroit Yacht Club extended Detroit hospitality and saw to it that there was not an uninteresting moment.

As the substitute race for the Harmsworth Trophy, the Detroit Committee offered a trophy known as the Detroit Yacht Club Trophy. This race was open to boats of the Gold Cup class with the exception that there was no restrictions as to type of hull, provided the boat was at least 25 feet in length and powered with a motor not greater than 625 cu. in. piston displacement. Three boats entered for this race as follows: Nuisance, owned by Delphine Dodge Cromwell of the Columbia Yacht Club, New York City; Miss Tampa, owned by D. P. Davis of Tampa, Fla., and entered from the Davis Island Yacht Club, and Solar Plexus, owned by Horace E. Dodge of the Detroit Yacht Club. The race was scheduled to consist of one heat of 45 statute miles.

The start of the race for the Detroit Yacht Club Trophy was made at 3:00 p.m. on Saturday, September 5. All three entries showed up for the start, and Miss Tampa immediately took the lead, which was held for a little over one lap, averaging 46.2 miles per hour around the three-mile course. Nuisance, at the end of the first lap, was in second place, averaging a speed of 44.8 miles per hour, followed closely by Solar Plexus, whose average speed for the lap was 43.4 miles per hour.

Soon after the finish of the first lap, two of the boats, Miss Tampa and Solar Plexus, had engine trouble and dropped out of the race temporarily. Nuisance continued around the course alone, finishing the lap at a speed of 44.4 miles per hour. Miss Tampa, after a slight delay, got going once again, covering the second three miles at a speed of 33.4 miles per hour, and Solar Plexus completed the lap in 6 minutes 25 seconds at a speed of 28.2 miles per hour. From this point in the race to the finish there was no competition whatsoever. Miss Tampa dropped out entirely in the third lap, and Nuisance, some three miles in the lead, continued along at a speed of about 10 miles below that which she is capable of. Solar Plexus, going occasionally, her best speed for a three-mile lap was only 44 miles an hour. Nuisance completed the 45 miles in 1 hour, 5 minutes, 23 seconds, and Solar Plexus in 1 hour, 9 minutes, 6 seconds. The winner's speed was only 41.3 miles per hour.

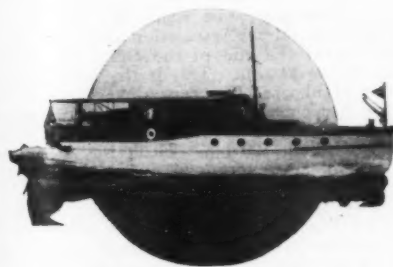
The Detroit 150-Mile Sweepstakes Race, which in the past two years had been one of the feature events of the country, failed to draw its usual quota of starters. While eighteen of these were actually entered, eight did not show up at all on the starting line, and at the time the winner had completed 150 miles there were only five of the original starters still running.

Packard Chris Craft II, owned and driven by Colonel J. G. Vincent, led from the start to the finish and was not really pressed for first place at any time. Packard Chris Craft was the boat built for the 1923 Sweepstakes Race and finished second in that event. She is powered with a 12-cylinder Packard marine engine, developing in the neighborhood of 560 h.p. She was built by Chris Smith & Sons Boat Company of Algonac, Michigan, and was ably handled throughout the race by Colonel Vincent at the helm and Bernard Smith as mechanic.

Baby Horace III, one of the entries of Horace E. Dodge and driven by Caleb Bragg of New York City, finished second. Baby Horace III is also a last year's boat and, like the winner, Packard Chris Craft II, she is powered with a 12-cylinder Packard marine engine. Lady Cleveland, owned by J. H. MacDowell, finished third. This boat is a stock Baby Gar, powered with a super-Liberty motor, and was driven by her owner. Solar Plexus, the Gold Cup entry of Horace E. Dodge, finished in fourth place, and Squee Gee, owned by and driven by M. O. Cross, finished fifth. Miss Detroit VII, the entry of Gar Wood and the boat which won the 1923 and 1924 150-Mile Sweepstakes, was also a starter, but dropped out on the sixth lap with a broken gear box. Impati-

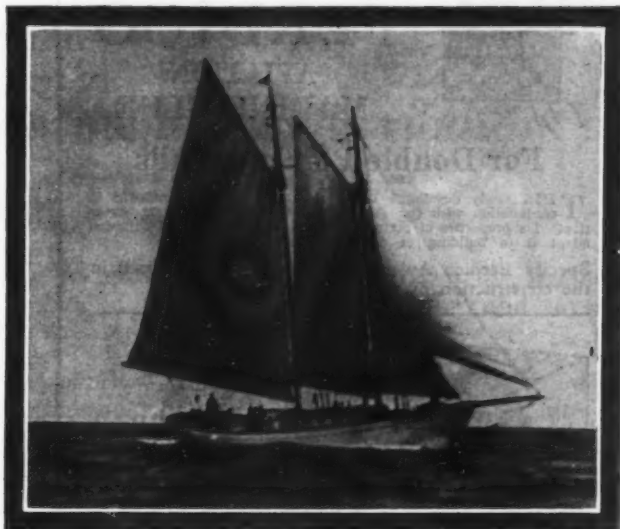
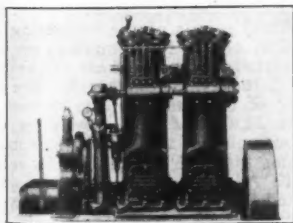
(Continued on page 136)

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Kermath Powered Cruisers and Chris Craft Furnish Thrills at Detroit Regatta

(Continued from page 134)

owned by the Dodge Dealers' Association and driven by Wm. Joyce, dropped out at the end of the eighteenth three-mile lap with a hole in the bottom. This is the same boat which competed in the Manhasset Bay race a week earlier, but in the Detroit race her power plant was changed from a Gold Cup Packard engine of 620 inches to a 12-cylinder Sweepstakes Packard of about 500 h.p. Little Boy Blue, entered and driven by Wm. Horn, dropped out at the end of the thirteenth lap. Nuisance, owned and driven by Mrs. Cromwell, lasted for thirty-four laps when a broken shaft ended her career. Miss Rum Runner, owned and driven by F. T. Holliday of Indianapolis, lasted for ten laps, when a twisted shaft caused her to withdraw.

The performance of Packard Chris Craft was very worthy of comment. This boat performed by far the best in the race and ran beautifully throughout, never falling below a speed of 50 miles per hour in any of the laps and finishing the 150 miles in 2 hours, 44 minutes, 47 seconds, which is an average of 55.65 miles per hour. Packard Chris Craft's best three-mile lap was made at the rate of 58.95 miles per hour. The time and speed made by Packard Chris Craft for the 150 miles is the best in any 150-mile event which has been held in the past and is a new world's record for this distance.

Baby Horace III, from the spectator's standpoint, gave Packard Chris Craft II a good race throughout the entire distance. During most of the race she was only a few lengths behind the leader, and while Mr. Bragg at the helm did his best to pass the leader on several occasions, the driver of Packard Chris Craft II had plenty in reserve and had only to open his throttle slightly to stay in the lead. Baby Horace's time for the 150 miles was 2 hours, 41 minutes, 59 seconds, which is a speed of 55.55 miles per hour, also a new world's record. Baby Horace's best three-mile lap was made at the rate of 57.65 miles per hour.

The third boat to finish, Lady Cleveland, completed the race in three hours, three minutes, two seconds or at a speed of 49.2 miles per hour. Lady Cleveland's best three mile lap was made at the rate of 52.6 miles per hour. Of the other boats to finish, Solar Plexus averaged 49.5 for her best three mile lap and Squee-Gee's best lap was made at a speed of about 42 miles an hour.

What the speed boats lacked in number of entries, was made up for by the cruisers and Chris Crafts which raced in several heats. The cruisers competed in the annual race for the Sallan trophy which was run from the Detroit Yacht Club up into Lake St. Clair and return, a distance of 25 nautical miles. The race was a handicap event with the time allowances based on the actual speeds of the competing boats made in a trial conducted by one of the committee on board.

Twenty-nine cruisers started in the first heat of the Sallan race on the morning of Saturday, September 5. The boats were started in the order of the handicap, the slowest boat starting first. Matthews 38, owned and driven by C. F. Matthews finished first, completing the twenty-five nautical mile course in two hours, fifty-five minutes, nine seconds. Jean A, owned by W. E. Adams, a stock boat, finished in second place and completed the course in one hour, fifty-eight minutes, forty-three seconds.

In the second heat for the Sallan trophy which was run on the evening of September 5, there were twenty-six starters. In this event Lucinda L, owned by Leo Neye, was the first boat home, completing the course in two hours, forty-two minutes, fifty-three seconds. Bo Peep, owned by P. M. Kirlin was second and Speejax, owned by C. D. Cutting, third.

The third and last heat of the Sallan trophy was run on the morning of Sept. 7, with 25 starters. In this heat, Jean A won first place. Sport, owned by E. P. Liebold, was second and Speejax third. The point system was used to determine the winner. As Speejax had accumulated the greatest number of points she was awarded the first prize, Jean A second and Matthews 38, third place.

One of the features which everyone observed and remarked about in reference to the Sallan Trophy race was the excellency of the craft entered. All of them were real cruisers, seaworthy and kept in ship-shape condition. A number of the boats were of the so-called standardized type, including several Matthews 38's, a number of Elco cruisettes and four or five Liggett standardized boats. Several of the latter type were exactly similar in size and construction, all being powered with six cylinder Kermath motors. All of these performed 100% perfect and made an excellent race

(Continued on page 138)

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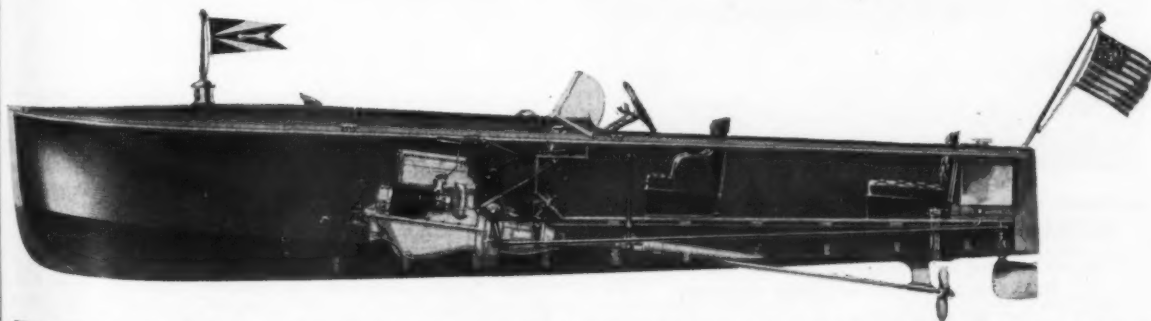
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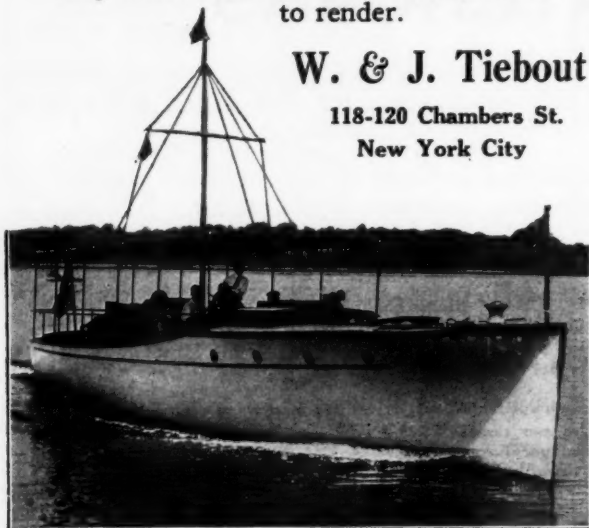
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Kermath Powered Cruisers and Chris Craft Furnish Thrills at Detroit Regatta

(Continued from page 136)

between themselves, irrespective of the rest of the field. A complete summary of the Sallan trophy race will be found on page 114.

The race for the Motor Yacht Trophy attracted three starters, Lora M II, owned by W. A. Fisher, Betty M IV, owned by C. W. Kotcher and Miss Marilyn, owned by Frank S. Salter. Miss Marilyn won in three straight heats with Betty M IV in second place each time.

The trophy which the express cruisers raced for, was one offered by the National Association of Engine and Boat Manufacturers. The winner, Miss Marilyn is a round bottom express cruiser sixty-one feet in length, designed by Carlton Wilby and built by the Church Boat Company. This Spring this boat was powered with a pair of eight cylinder 200 H.P. Hall-Scott marine engines.

The Chris Crafts raced in three heats, fourteen starting in the first race, six in the second and fourteen in the third. These boats made excellent competition, keeping together the entire distance and furnishing one of the real thrills of the Regatta. In the first heat of the Chris Craft race, the boat owned by W. A. Kittle was the winner, averaging 33.35 miles an hour for 21 miles and the boat owned by J. Potter finished second with a speed of 31.4 miles per hour.

In the second heat of the Chris Craft race, W. A. Kittle's boat was also the winner averaging a speed of 30.8 miles an hour. In the third heat, the boat owned by J. Potter finished the fifteen miles in 29 minutes, 31 seconds, defeating the field and being three seconds ahead of the second boat to finish and six seconds ahead of the third.

One of the most interesting events of the whole Detroit Regatta, was the race for cruisers, powered with Kermath engines, no other boats being eligible for this class. Fifteen husky cruisers started and raced for six miles. The competition was keen throughout and several boats were alternately in the lead. Henrietta III, finally crossed the finish line in 28 minutes, 50 seconds, being ten seconds ahead of Commodore McLeod's Liggett cruiser Frances A VI. Needless to say with 15 Kermath powered cruisers starting, there were 15 boats to finish in this event. A complete summary of the entire race will be found on page 114.

All America Attends New York Races

(Continued from page 17)

his enthusiastic, unselfish and untiring efforts both previous to and during the races. There is hardly an exception to this statement.

It would be difficult, if not impossible, for us to name the one person or even mention several names who were particularly responsible for making the first major racing which New York has had in a decade, the greatest yachting event in the history of the sport.

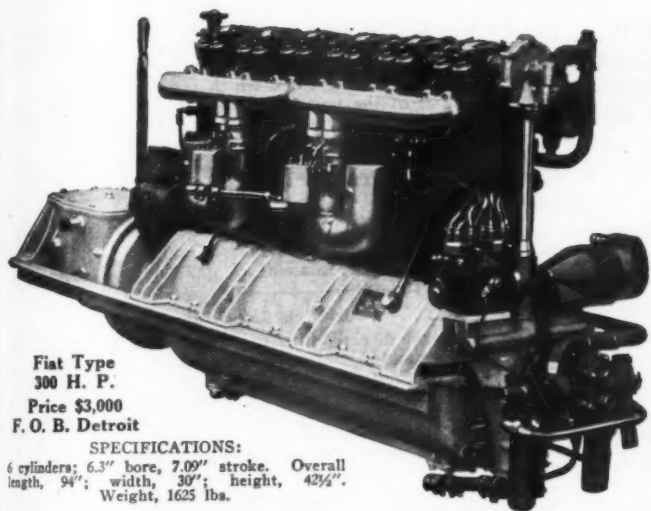
Of course, with Commodore F. R. Still as General Chairman, the success of the races was assured long ago. Working with Commodore Still were such men as Fred Berg, as Vice-Chairman, Ira Hand as Treasurer, Henry Clay Foster as Secretary, Howard W. Lyon as Chairman of the Transportation Committee; Thomas Farmer, Jr., Chairman of the Finance Committee; R. W. McAllister, Chairman of the Entertainment Committee, and Geo. W. Sutton, Chairman of the Publicity Committee. Each one of these officials worked 100 per cent, and as a result of their efforts the country saw its greatest racing event to date.

Handling some of the more detailed jobs of which there were many, the efficient work of Commander H. A. Jackson, Chairman of the Patrol Committee, and Clifford Sloan, Chairman of the Course Committee, was commented upon by thousands. The starting was handled without a hitch or a second's delay by Arthur J. Utz, and his assistants, A. T. Griffith, Wm. Bruns, R. I. Goetchius and Wm. Gibb. On timing and scoring there were such men as W. D. Edenburn, Harry Sampson, Chester Ricker, Odus Porter, T. E. Meyers, Louis Hall, H. L. Abbott, W. L. Baldwin, E. R. Gurney, W. B. Jupp, J. E. Reid, W. D. Seed, H. J. White, R. J. Wilson, D. H. Wells. W. E. Eldridge, Chairman of the Prize Committee, got together a collection of prizes, the like of which has never before been seen. Bruno Beckhard was in charge of the outboard motor races. Thomas Farmer, in addition to his duties as Chairman of the Finance Committee, acted as Chief Judge. Assisting Commodore Farmer were Com. Sheldon Clark of Chicago, Chas. D. Mower, Robt. Baviet.

(Continued on page 140)

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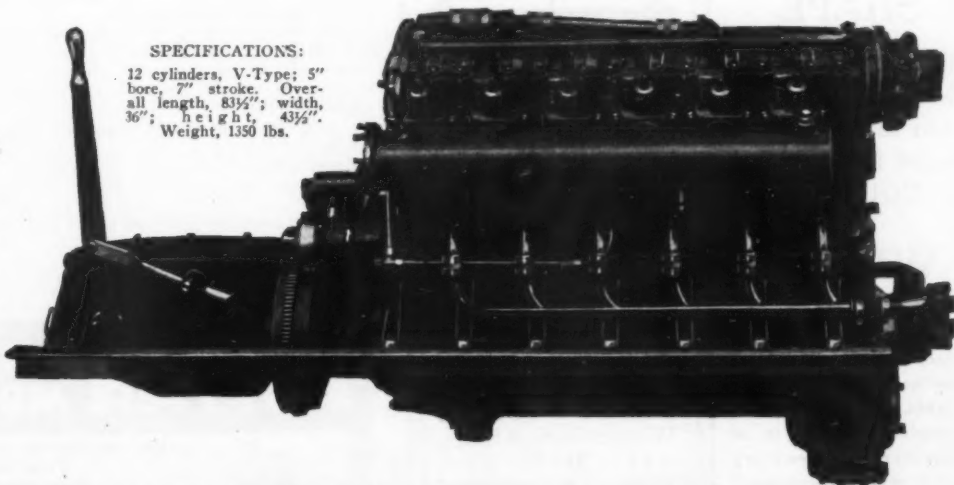
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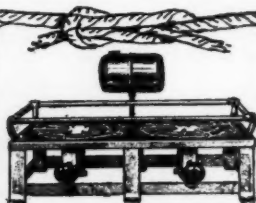
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All America Attends New York Races

(Continued from page 138)

E. H. Tucker, Otto Sovereign and Guy W. Vaughan. Gerald T. White brought his class of 151 cubic inch hydroplanes from the West and Jamaica Bay and put on a race of two heats on Sunday afternoon, the equal of which has never been seen even in the Valley meets, where these little boats have performed for years.

From the publicity standpoint, a word should be said about the work of Richard R. Blythe and Harry A. Bruno. These two workers got the New York dailies excited over motor boat racing and for the first time in history metropolitan papers carried front page stories on yachting.

Another branch of the work which is deserving of special mention is that of the measurer, Andrew B. Duryee, and his assistants. The measurements, specifications and equipment of all contesting craft was carefully checked by these measurers, both before and after the racing. This data is published elsewhere in this issue.

A Boys' Story of Engines

(Continued from page 30)

not receive the proper amount of gas and the engine will not give its best power.

Four-Cycle Lubrication

Fuel is drawn directly into the firing chamber of a four-cycle machine, and the firing chamber is one place where oil is emphatically not needed. Hence this type of motor is never lubricated by mixing oil with the gasoline. Other types of lubricating systems have been evolved which are just as simple and efficient in operation.

One of the earliest of these methods is the mechanical sight feed lubricator. This is an elaboration of the gravity oil cup previously mentioned, consisting of a comparatively large tank mounted on the outside of the engine, with a pipe leading to each cylinder and principal bearing. Individual pumps for the different leads are installed inside the tank so that the delivery of oil may be adjusted to the need at each lubrication point. The pumps are operated by belt or chain driven by one of the engine shafts.

The manufacturer of one motor which is oiled by this method makes no provision for collecting and re-using the oil after it has once run through, his claim being that to obtain the best results lubricating oil should never be used more than once. Other makers, however, provide troughs for collecting the oil under the connecting rods and a pump for returning it to the gravity tank. Where troughs are used under the connecting rods the rods enter the oil at each revolution and splash it against the inside of the cylinder walls, camshaft bearings, etc.

The splash method of lubrication is occasionally used without the drip feed, although it is not really suitable for marine usage. If the motor could always be perfectly level, splash lubrication would be entirely satisfactory for slow-speed engines. But in marine use, the engine is usually installed at an angle from the horizontal. Hence, if it depended for its lubrication on a pool of oil splashed by the connecting rods it would have either a feast or a famine. The after end of the engine being lower than the forward end, all the oil would run there with the result that the rear cylinders would receive too much oil spray and the forward ones none at all.

An improvement over the simple splash method is the cir-
(Continued on page 146)

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Complete Specifications of All Boat Plans

Name of Boat	Type	Length and Beam	Type of Bottom	Power	Approx. Speed	Designer	Vol.
Rinky Dink	Pram	7x 3	Flat			Atkin	8
	Tender	8x 3-5	V				4
Sally Ann	Scow	8x 3-9	Flat			Atkin	8
Handy Andy	Sailing Dinghy	8x 4	R			Atkin	8
	Dinghy	9	V				2
Carryme	Dinghy	9x 3-6	Flat			Atkin	8
	Sharpie	9x 3-9	Flat			Snyder	4
	Dory	9x 3-9	Flat				4
	Dinghy	9x 4	V				4
Nymph	Sailing Dinghy	10x 4-3	Flat			Atkin	8
	Scow	10x 4-6	Flat				2
Anabelle	Dinghy	10x 5	Flat			Atkin	8
Takapart	Folding Punt	10- 6x 3-3	Flat			Atkin	8
Dancer	Outboard Dinghy	12x 3-5	Flat	2	7	Atkin	8
Buster	Sailing Dinghy	12x 4	R			Mower	7
	Bangabout	12x 4	Flat	2½	6		2
	Skiff	12x 4	Flat				2
	Hydroplane	12x 4	Flat	35-40	25-30		2
	Skiff	13	V				2
Pixie	Outboard Tender	14x 4	V	Twin Outboard	7	Atkin	8
					7	Atkin	8
Nonpareil	Outboard Cruiser	14x 4	V	3	7	Atkin	8
Marybelle	Runabout	14x 4-11	V	4	8	Hacker	7
Smarty	Outboard and Sail	14x 5	Flat	3	6	Mower	7
Kingfisher	Skiff	14- 2x 4-4	Flat	2-3			4
Scandal	Outboard	14- 7x 3-9	Flat	3	9	Atkin	8
Edith	Runabout	15x 4-7	V	3	7	Hand	3
	Sharpie	15½x 5	Flat	3-5	7-8½		2
Lorraine	Runabout	16x 4	V	25	30	Hacker	7
Moonshine	Hydroplane	16x 4-7	Single Step	50	35	Atkin	8
Flattie	Utility Dink	16x 4-7	Flat	3-4	7-8		4
Skimmer	Hydroplane	16- 6x 5-8	Single Step	50	40	Atkin	8
Chum	Motor and Sail	16- 6x 6-1	R	4-6	7	Deed	4
Anita	Runabout	16- 9x 4-11	V	10	12	Hacker	7
Sea Shell	Outboard Run. (or)						
	Sailing Dinghy	17x 4-4	R	3	6	Atkin	8
Miss Mississippi	Hydroplane	17x 4-10	Single Step	25	32	Hacker	7
Krazy Kat	Cat	17x 6	Flat			Atkin	8
Jane	Runabout	18x 4-6	V	20	18	Hand	3
	Runabout	18x 5	V	8-12	12-15		2
Imp	Runabout	18x 5	V	12	11	Cushing	7
Flapper	Runabout	18x 5-2	V	20	14	Hacker	7
Frances	Cat Boat	18x 6-5	V			Mower	7
	Tunnel-Stern Boat	19- 6x 5	Tunnel				2
	Knockabout	20	V	5	8½		2
Hike You	Skimmer	20	V	30-40	28-30		1
	Hydro-Runabout	20x 4½	V	30	23		2
	Monoplane	20x 4-6	V				2
Goblin	Runabout	20x 5	V	20-24	25		1
Panther	Hydroplane	20x 5	Monoplane	90-100	35-40		1
Puffy Doodle	Runabout	20x 6-6	V	15-25	12-16	Atkin	8
Rookie	Aux. Sloop	20x 7-5	R	5	6	Atkin	4
Gladys	Runabout	20x 5-9	V	20	14	Hacker	7
Puffy Doodle	Runabout	20x 6-6	V	15-25	12-16	Atkin	8
Drift	Sloop	20x 8	R	3			1
Porpoise	Cat Boat	20x 8-1	V	6	8	Deed	4
Whale	Cruiser	20x 8-1	V	8-10	7	Deed	4
Penguin II	Yawl	20x 9-4	R	10	6		1
Grace	Cat	20- 9x 9-3	R			Mower	7
Magnet	Runabout	21x 5-2	V	24-30	18-30		1
Rosita	Stock Runabout	21x 5-3	V	40	28	Hacker	8
Cannonball	Hydroplane	21x 5-4½	Single Step	250	45	Atkin	8
Shark	Runabout	21x 5-6	V	9-12	10	Hand	3
America	Runabout	21x 5-7	V	12	14		1
Victory	Cat Boat	21x 10	V				1
Priscilla	Monoplane	21- 6x 6	V	100	40	Hacker	7
Miss Victory	Hydroplane	22	Single Step	300	60	Hacker	7
	Runabout	22x 4-7	V				2
Curlew	Runabout	22x 5-6	R	20	16		1
Fleetfoot	Runabout	22- 6x 5-8	V	20	17	Hacker	7
Suzette	Utility Runabout	22x 5-9	V	30-42	20	Hacker	7
Charlatan	Shallow Draft Runabout	22x 6-6	Tunnel			Mower	7

Published in Books of Ideal Series

Name of Boat	Type	Length and Beam	Type of Bottom	Power	Approx. Speed	Designer	Vol.
Elcarujo	Outboard Cruiser	23x 6-6	R	6	6½	Atkin	8
Periwinkl	Trunk Cabin Cruiser	23x 6-8	V	6-12	7-9	Atkin	8
Chiquita	Cruising Runabout	23- 6x 6-6	V	50	20	Hacker	7
Sandpiper	Dory	24x 5-4	V	6	8		1
Grayling, Jr.	Runabout	24x 6	R	20-50	15-24	Crouch	8
White Cap II	Runabout	24x 6-2	V	20	12	Hacker	8
Trident	Cruiser	24x 6-3	V	20	12		1
Sunrise	Trunk Cabin Cruiser	24x 7	Flat	12	8	Atkin	8
Dolores	Aux. Cruising Knockabout	24x 7	R			Mower	7
Volante	Yawl	24- 9x 9-8	R	12	6		1
	Cruiser	25	R		8		2
Little Pal	Cat Boat	25	R	5	5		1
Dorothy	Runabout	25x 5-4	V	20	10	Hand	3
l'Allegro	Runabout	25x 5-6	V	7	11		1
White Cap	Runabout	25x 6-1	V	30	23	Hacker	7
Shrimp	Hampton	25x 7-1	R	10-15	8-10	Deed	4
Ponset	Cruiser	25x 7-4	R	8	8	Cushing	7
	Cruiser	25x 7-6	V				2
	Cruiser	25x 7-9	V	20	9	Hand	3
Zenith	Aux. Sloop	25x10	V	5-10	5-8	Deed	4
Penguin	Seabright Skiff	25- 6x 6-7	Dory	20	16	Atkin	8
Sunray	Cruiser	25- 6x 7-10	R	12	9		1
Cygnat	Speed Runabout	25-10x 5-4	V	125	30	Hacker	8
Baby Doll	Runabout	26x 6	V	125	40	Hacker	7
Miss A. P. B. A.	Aux. Sloop	26x 8	R	5	6		1
White Cape	Runabout	26- 3x 6	V	35	16	Atkin	8
Vamoose	Cruising Runabout	27x 6-8	V	20	15		1
Funa	Aux. Schooner	27x 9-8	V	5-8	6	Atkin	8
Coot	Speedabout	28x 6-8	V	35	22	Hacker	7
Irene	Runabout	28x 7-8	R	14	10		1
Zora	Raised Deck Cruiser	28x 8	R	12	8	Nock	2
Consort II	Cruiser	28x 8-6	V	20	10	Hand	3
Magnet	Cruiser	28x 8-10	R				1
Haycyon	Aux. Cruiser	28x 9	V	20	10		1
Gob	Tunnel Stern Cruiser	28x 9-6	V	10-20	7-9	Deed	4
Alligator	Cruising Runabout	28-11x 7-3	V	75	20	Hand	3
Broncho	Cruiser	29x 8-8	R	10	8	Deed	4
Tarpon	Day Cruiser	29- 6x 7-8	V	40	17	Atkin	8
Cabrilla	Ketch	29- 6x 9-4	R	10	7		1
Bonita	Paddle Wheel Cruiser	29- 8x 9-6	Flat	25-30	8	Deed	4
Mud Turtle	Cruiser	30x 8-6	V	24-36	15		1
Flashlight	Cruiser	30x 8-6	V	30	11	Hand	3
Katherine	Raised Deck Cruiser	30x 9-2	R	20	10	Atkin	8
Aragon II	Aux. Yawl	30x 9-3	R	5½	5		1
Carina III	Shoal Water Day						
Sandpiper	Cruiser	30- 2x 7-4	Flat	50	17	Atkin	8
Margie	Raised Deck Cruiser	31x 9-6	V	20	10	Hacker	7
Dawn	Bridge Deck Cruiser	32x 8-6	R	20	10		1
Ruth	Trunk Cabin Cruiser	33x 6	V	35	12	Hacker	7
Nomad	Cruiser	34	R	25	10	Deed	4
Dolphin	Tunnel Stern Cruiser	34x 9-10	R	20-40	11	Deed	4
Josephine	Aux. Ketch	35x10	V	13-15	8		1
Chester	Aux. Yawl	35x11	R	10	6		1
Indrashama	Aux. Schooner	35- 7x 9-4½	R	30	10		1
Florence	Double Cabin Cruiser	36	V	100	15	Hacker	7
Spook	Bridge Deck Cruiser	36x 8-10	R	36	10		1
Victory II	Cruiser	36x 9	R	35	11	Luders	4
Claire	Express Cruiser	36x 9	V	100	18	Hand	3
Sunray	Bridge Deck Cruiser	36x10	R				1
Melody	Bridge Deck Cruiser	37- 9x 9-6	V	30-40	10-12	Atkin	8
Ruth	Bridge Deck Cruiser	38x10	R	20-25			1
Cyclone	Aux. Sloop	38x11	R	15	6	Hand	3
Nautilus	Houseboat	40- 8x13	V			Deed	4
Eclipse	Express Cruiser	40x 9-6	V	150	20	Hand	3
Jerry	Auxiliary	40x10	R	17-25	8		1
Sea Gull	Aux. Schooner	41- 6x11-7	R	15-25	8	Deed	4
Slopoke	Scow Houseboat	44x14	Flat	15	4½	Atkin	8
Tornado	Aux. Schooner	45x12-6	R	20-30	7-8	Hand	3
Pirate II	Aux. Ketch	60x16	R				1

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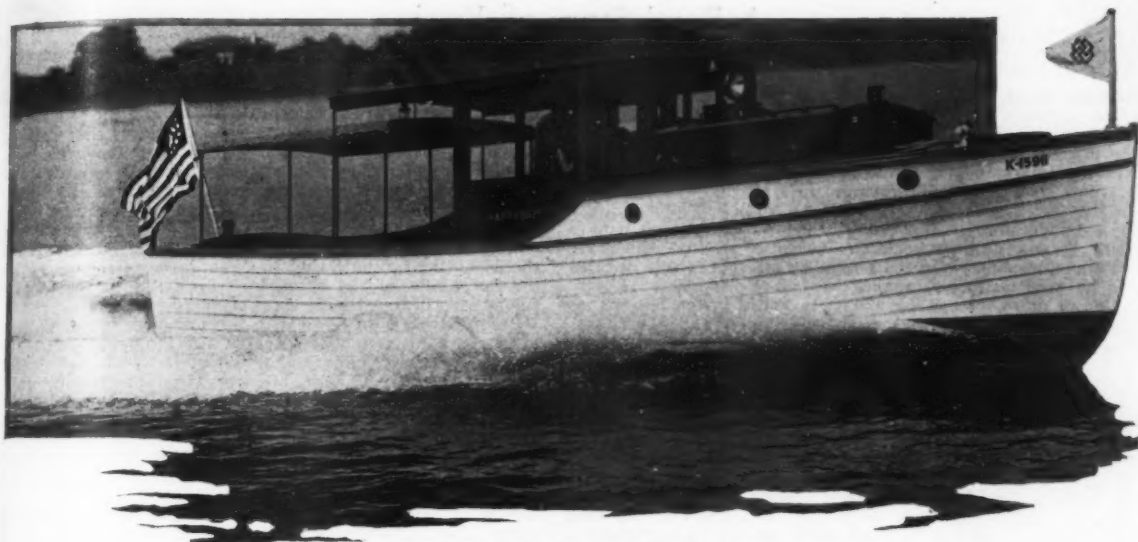
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Sunrise, a Flat Bottom Cruiser
Grayling, Jr., a 24-Foot Runabout
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Sun Ray, a Speedy Seabright Skiff
Coot, a 27-Foot Skipjack Schooner
Vamoost, a Straight Section Runabout
Cabrilla, a Day Cruiser
Sand Piper, a Shoal Water Day Cruiser
Aragon II, a Wholesome 30-Footer
Melody, a Bridge Deck Cruiser
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A Boys' Story of Engines

(Continued from page 140)

culating splash system. In this an individual trough is provided beneath each connecting rod. A gear or a rotary pump turns off the camshaft and lifts oil from the base of the engine through copper pipes to each crankshaft bearing and the timing gears. This oil after having lubricated the bearings and gears, drains into the troughs where scoops on the lower ends of the connecting rods splash it against the cylinders and the remaining bearings. From each trough there is an overflow back to the base so that the level remains the same in the troughs at all speeds and the oil can be used again and again.

One or more screens are always provided in the lubricating system so that impurities will be strained out of the oil after each use. But it is not possible to remove all the carbon or yet separate the oil from the unburned gasoline which works down past the pistons. So engine makers always advise that the old oil be drained off after a given number of hours' use, and an entirely fresh lot poured in.

All of the systems so far mentioned are chiefly suitable for engines which are not designed to run at speeds higher than 700 or 800 revolutions per minute. For the high-speed motor the pressure feed system has been devised. This is somewhat like the circulating splash method in that it has a collecting reservoir or sump and a pump which forces oil to the main bearings. But there the similarity ends. The purpose of the pressure system is to force a stream of oil directly against every part that requires lubrication.

To do this the crankshaft must be drilled through to its core at each bearing point and then lengthwise to the adjacent connecting rod bearing. The connecting rod itself is drilled from the lower end up to the wrist-pin bearing, at which point the rod is attached to the piston.

In use the oil is pumped under very high pressure to the main bearings, flooding them in a lubricating bath. As the oil hole leading to the center of the crankshaft lines up or registers with the oil pipe a jet of lubricant passes through the center of the shaft to the connecting rod bearing. This in turn receives its bath and the excess is forced up through the hole in the connecting rod to the wrist pin bearing. From there it flows out to the cylinder wall and then drains back to the sump where it is strained and used again. The camshaft bearings and the timing gears also receive oil from separate pipes.

Understand that the pressure employed in this system is very high so that the oil passes through the leads at great velocity. Not all of it that starts from the pump reaches the final bearing surface, but so much is started that enough goes the entire route.

An engine running at high speed requires more lubricant than one that is idling. Friction is greater and the heat is greater. More oil is lost through evaporation. But an advantage of the pressure system is that the oil pressure increases with the speed of the engine. The faster the engine goes the greater the amount of oil that is delivered to the places requiring lubrication.

Most modern motors are self-contained, with every necessary part oiled by the general oiling system. So, although present-day systems may be difficult and expensive to install, the operator has but one thing to bear in mind. That is, keep them well supplied with oil.

Here is something to think about in this connection. Suppose you had a cylinder three inches in diameter and a quarter of a mile long. Suppose you had to force a close-fitting piston through that tube and back. Would you care to try it with too little lubrication or no oil at all? Suppose, moreover, that the piston traveled the half-mile there and back in one minute. Do you think it would be hot if it made the round trip without oil at this speed?

Then bear in mind that a piston speed of 2,000 feet per minute is not uncommon with a high-speed motor. If you run such a motor five minutes after it has run short of oil you will make each piston travel about two miles. And that is far enough to ruin any cylinder.

To show the operator how much oil he has in his motor, a tell-tale indicator of some kind is always provided. Generally the factor of safety is introduced and the tell-tale is regulated so that when it shows the reservoir to be empty there is still a small quantity on hand. But in practice the supply should never be lowered to this point.

On the other hand, it is also unwise to pour too much oil into the crankcase. When there is an excess it will flow past the pistons in great quantity, causing the rapid formation of carbon and perhaps gumming the exhaust valves.

With both the circulating and the pressure systems a dial gauge is usually provided which shows whether or not the

oil is flowing properly through the pipes. When the motor starts an arrow which is pivoted across the face of the dial should begin to move past a series of figures that show the pounds of pressure. If the arrow does not move the motor should be stopped at once, as this lack of movement will indicate that there is too little oil in the crankcase or that a joint has loosened, allowing the pressure to escape.

If, however, the arrow climbs high at low engine speed it will betray a stoppage in one of the pipes, and the motor should not be run until the stoppage has been removed. When the movement of the arrow is erratic it indicates that the supply of oil is growing short.

Before leaving the subject of lubrication it is well to speak of the use of automobile engines in motor boats. If you happen to own an old automobile engine that has outlived its chassis, and if you have no other use for it, there is no possible reason why you should not install it in a boat. But if you have the choice of installing a second-hand automobile engine or a second-hand marine engine, by all means choose the latter. Many persons have used car engines in boats with good results, but this does not alter the fact that they are not suited to the work.

It is often pointed out that whereas an automobile engine is called upon to develop full power about five per cent. of its life, an engine in a boat is run wide open ninety-five per cent. of the time. The oiling system of a marine engine is designed for this heavy work—that of the car engine is not. The boat engine is intended to be mounted on an angle—and the car engine must be set level. The Crankshaft bearings of a marine engine are large and heavy enough to stand up under the heat and stress of full load running for hours on end—those of the car engine are made small to save weight and room.

To adjust the bearings or to drain the oil from an automobile motor, you crawl under the car and go to work. But when this motor is put into a boat it is impossible to crawl under it. Some makeshift may be arranged for draining the oil, but to make any heavy repairs you will have to hoist the motor out.

These are only a few of the objections to the marine use of a car engine. If you will compare photographs of the two types you will find many differences in design and equipment, and you may be sure that there is a reason for every difference—each one an argument against installing an automobile engine in a boat.

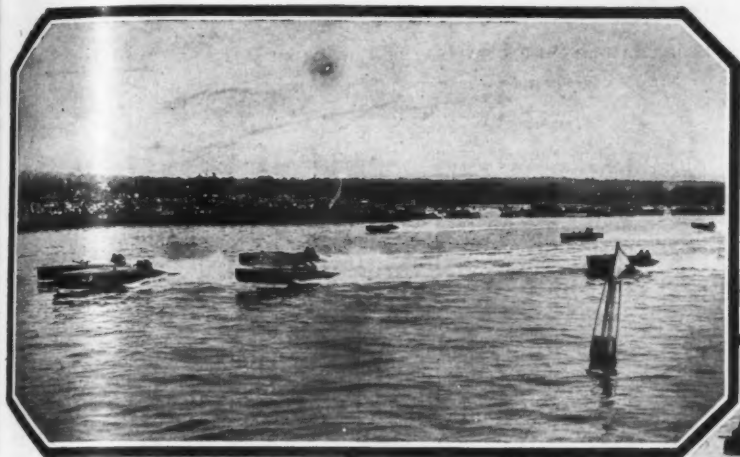
Cooling

If means were not provided to reduce the great heat caused by the exploding mixture no engine could run more than five or ten minutes. The temperature would soon rise above the melting point of the soft metal used for the bearings; while if they did not burn out first and stop the engine the pistons would bind in the cylinders and perhaps ruin it. Lubricating oil is not sufficient to cool the intense heat generated in the firing chamber, and in marine engine practice water is always used for the purpose.

The cooling water is pumped to the hottest parts of the engine through an external shell or water jacket which surrounds the firing chambers, valve pockets, and upper part of the cylinders. It is drawn through a pipe in the bottom of the boat by a plunger or a gear pump and after it has passed through the jacket is expelled back to the sea through another pipe. Since the supply of cold water is inexhaustible, neither a fan nor a radiator is needed for a marine engine, and cooling troubles are almost unknown. When trouble does occur it is usually because the strainer in the mouth of the water intake pipe has become fouled or has allowed weed or dirt to pass through and clog the water jacket.

In operating an engine remember that the hotter it is up to the boiling point the more power it will develop. Heat is power, and every degree of heat carried off by the cooling water is that much power taken away from the propeller. You have often noticed in winter that until an automobile engine gets warmed up it has hardly enough pep to start the car in low gear. The reason for that is that the cylinders, being ice cold, absorb the heat of the explosions before it has time to work against the pistons.

The same is true with a marine engine. Moreover, in a boat the cooling water is always cold when it enters the water jackets. If too much is allowed to pass through, the cylinder walls will remain too cool and part of the power in every explosion will be wasted in the vain attempt to warm them. If you can rest the palm of your hand on the cylinder head without burning yourself, then the engine is too cold; but if you can touch it for a second or so before drawing your hand away then it is hot enough.



Start of the Gold Cup Race. Baby Boot-legger, owned and driven by Caleb Bragg, and equipped with a Packard Gold Cup Engine, won and set a new record with an average of 47.2 miles per hour. In the first heat, another Packard powered boat, Nuisance, set a new world's record for Gold Cup boats of 49.1 miles per hour, while two others bettered last year's record of 46.8 miles per hour.



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Caleb Bragg at the wheel of Baby Boot-legger, winner of the 1925 Gold Cup Race, at Manhasset Bay, L. I., August 29, 1925.



Colonel J. G. Vincent, Vice President of the Packard Motor Car Company, at the wheel of his Packard Christcraft II.

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Summary of Results

HANDICAP CRUISER CHAMPIONSHIP OF GREATER NEW YORK

68 naut. Miles—New York Gold Cup Regatta—August 27-30, 1925—Start, 9:10 A.M.										
Rac'g No.	Boat	Owner	Club	Rating	Tabular Allowance	Allowance	Elapsed Time	Corrected Time	Position at Finish	Miles per hr.
2	Starlight	W. H. Sterling	Sheepshead Bay	44.16	189.14	Allows	6:07:45	6:07:45	6	12.72
3	Adele	G. A. Tracy	Stuyvesant	40.12	223.88	0:39:22	6:42:21	6:02:59	5	11.6
4	Avis II	James Otis	Watch Hill	40.10	224.08	0:39:36	7:02:57	6:23:21	11	11.8
5	Grayling II	W. O. Mason	Stuyvesant	39.04	234.22	0:51:05	Did not start			
6	Goldfish II	M. Minnigerode	Manhasset Bay	38.86	235.97	0:53:04	9:00:10			
9	Inga	C. G. Flygore	New York Athletic	38.55	239.02	0:56:32	D.N.S.	8:07:06	20	14.0
10	Peregrine	F. T. Reeves	Millford	38.48	239.70	0:57:18	7:22:34			
B 3	Illahee II	W. A. Imlach	Bayside	37.75	247.18	1:05:47	D.N.S.	6:25:16	12	11.5
B 4	Stranger	A. F. Jenkins	New York Athletic	37.58	249.02	1:07:52	D.N.S.			
C 6	Tad	J. H. Browning	Manhasset Bay	37.13	254.02	1:13:32	7:48:58	6:35:26	15	11.0
C 7	Mu I	D. Rigney	Manhasset Bay	37.07	254.63	1:14:13	7:27:32	6:13:19	9	11.4
C 8	Baby Claire IV	F. V. Borick	New York Athletic	36.73	258.36	1:18:27	7:17:21	5:58:54	3	11.71
C 9	Redcyl II	R. Huntley	Sheepshead Bay	36.42	261.86	1:22:25	8:16:54	6:54:29	17	9.0
C10	Alkos	R. F. Ponce	New York Motor Boat	35.85	268.40	1:30:24	D.N.S.			
C11	Bedouin	F. X. McHugh	Harlem	35.48	272.81	1:34:50	7:08:05	5:33:15	2	11.0
C12	Brickton III	A. L. Bobrick	Colonial	35.32	274.02	1:37:01	7:29:02	5:52:01	D.N.F.	11.0
F 1	Rusalka	H. P. Covarly	Bayside	34.98	278.82	1:41:38	8:11:00	6:29:22	13	10.4
F 8	Senator Bill	L. A. LaRoche	New York Athletic	34.52	284.53	1:48:07	7:50:57	6:02:50	4	11.8
F 9	Cleo	R. Raubitschek	Colonial	34.48	285.05	1:48:42	8:19:16	6:30:34	14	10.2
F10	Minerva	G. C. Gould	New York Athletic	34.28	287.61	1:51:36	D.N.S.			
F11	Kemah II	E. A. Jimenis	New York Athletic	33.69	295.33	2:00:21	7:02:39	5:02:18	1	11.8
F12	Andy	D. C. Anderson	Bayside	30.98	334.19	2:44:23	D.N.S.			
F14	Mohegan	G. A. Gallowitz	Stuyvesant	37.68	247.92	1:06:37	8:21:02	7:14:25	19	9.3
F15	Quaker Lady	J. F. Pollard	Riverside	33.45	298.53	2:03:59	8:14:45	6:10:46	8	11.6
F16	Salome	R. S. Craig	Riverside	32.97	304.90	2:11:12	8:21:53	6:10:41	7	11.6
F17	Turbese	J. Hussey	North Fork	43.47	195.06	0:06:42	6:57:23	6:50:41	16	11.5
F18	Miahelo	J. J. Hallenbeck	Columbia	43.76	192.78	0:04:07	7:02:44	6:58:37	18	11.8
F19	Intrepid	Elisha Webber, Jr.	Philadelphia	37.96	386.47	3:43:38	D.N.S.			
F20	Bingo	I. B. Moore	Bayside	33.94	291.97	1:56:32	8:16:22	6:19:50	10	11.0
F21	Sedan Cruiser	J. G. Monahan	Detroit	D.N.S.						
H 1	Oia	R. P. Baruch	Manhasset	D.N.S.						

First Prize: Kemah II. Second Prize: Bedouin. Third Prize: Baby Claire IV.

overexertion was the cause of the accident. Mr. Svensson was one of the best known motorboating enthusiasts in the Middle West, always active in all movements for the betterment of the sport, widely known and respected.

The corrected time of all boats in the race follows:

Ongiara, Carl O. Svensson, Buffalo, Yacht Club, 4:11:09.
 Wilgold, R. V. Williams, Buffalo Launch Club, 5:25:54.
 Marces II, C. H. Walters, Buffalo Yacht Club, 4:49:08.
 Romana, L. A. Fischer, Buffalo Launch Club, 5:02:19.
 Phylis Mary, S. F. Swain, Buffalo Yacht Club, 5:02:50.
 Gradawa, W. W. Plummer, Buffalo Launch Club, 5:18:11.
 Lightning, W. Wickwire, Buffalo Launch Club, 5:34:34.
 Segga, R. T. McKay, Buffalo Launch Club, 6:18:21.
 Bess, E. F. Healy and Harriet, J. W. Clairs, withdrew and Onaway II, E. W. Case, was disabled.

The officials in charge of the race were Commodore S. B. Eagan, Chairman; Charles S. Alt, Measurer; Henry G. Smith, Assistant Measurer; J. C. Thorner, Timer; W. J. Gunnell, Assistant Timer, and Edward N. Smith, Starter.

The Buffalo Launch Club's Regatta

August 14 and 15 witnessed the annual regatta of the Buffalo Launch Club. Keen competition was had in all classes, and perhaps the most interesting event was the 100 mile sweepstakes, the crowning feature of the meet. Miss Palm Beach, owned by William J. Conners, Sr., and driven by Jr., won the event in the fast time of 2:18:34, at an average speed of 43.3 m.p.h. Its nearest rival, Clarence S. Sidway's Bone Dry was beaten to the finish by over a mile. Bone Dry's time was 2:19:52, an average of 42.89 m.p.h. Rainbow, the fast runabout belonging to Commodore S. B. Eagan, was third, and was the only one of the three leaders to carry a stock marine engine, the others being equipped with converted Liberty engines. Rainbow's time for the hundred miles was 2:21:54, an average of 42.28 m.p.h. The fast time of Rainbow was due largely to the skillful manner in which it was handled by Commodore Eagan, as the boat was appreciably slower than the others. The three leaders maintained practically the same order throughout the entire race, the remaining contestants dropping by the wayside for troubles of various kinds. Miss Palm Beach was also successful in winning the Chance Race, in which she was driven by Commodore F. G. Erickson of Toronto.

Strenuous Ocean Cruiser Race

The Sheepshead Bay Yacht Club conducted a highly successful and enthusiastic ocean race on the Atlantic, between Jones's Inlet and Scotland Light, on September 13. There were originally twenty boats entered to take part in this contest, but the actual starters fell off to twelve. The race was preceded by a dinner and dance on the evening before, which strengthened the good feeling which has existed among the cruiser racing devotees, since the successful Bear Moun-

tain Handicap and the Scotland Light Race of the Colonial Yacht Club, in which all these cruisers had taken part. The race was run under the 1925 American Power Boat Association rules, and handicapped accordingly. In addition to this system of handicapping, an entirely separate system was used for a separate prize, which was based on the previous performance time of the boats.

The morning of the race was calm and peaceful, and the boats all got away promptly with the starting gun. During the progress of the race, however, a heavy gale blew in from the southeast, which as the day progressed, ruffled the surface of the ocean as it had not been disturbed before for many a day. The seas were driving in ten and twelve feet high, with an angry wind that cut the tops off of them, and drove it like hail before the gale. By the time the boats had completed about half of the course, the seas were real angry, and the judges and timers on the committee boat were feeling decidedly uncomfortable. The cruisers, however, showed up quite close to their calculated finish times, and Starlight, the fastest boat in the list, finished first amid a tremendous shower of spray. Kemah II, under the guidance of Commander H. A. Jackson, and E. A. Jimenis, finished closely behind her, followed at intervals by the remainder of the fleet. The committee was considerably relieved when the last boat had finished, and they knew that they were all safely in harbor, or on their way to their home ports in quieter waters. A summary of results is given below:

Sheepshead Bay Yacht Club—Ocean Race

47 Nautical Miles, September 13, 1925, Start 10:10 A. M.

Boat	Owner	Rating	Allowance	Time	Time	Time
Starlight	W. H. Sterling	41.51	0:48:45	4:31:50	3:43:05	1
Tessie	Chas. Trunz	42.52	0:42:39	Did not cover course		
Pegasus	J. Schenck				3:57:17	1
Mu I	Douglas Rigney	37.07	1:21:14	6:32:15	5:09:21	8
Redcyl	J. R. Huntley	36.42	1:28:54	7:01:30	5:52:36	9
Paducah	P. J. Downey, Jr.	33.76	1:54:22	Steering gear failed		
Cleo	R. Raubitschek	34.48	1:47:03	5:55:00	4:07:57	4
Sea Wolf	E. S. Thomson	34.12	1:50:36	6:35:25	4:44:40	7
Kemah II	E. A. Jimenis	33.69	1:55:07	4:49:50	2:54:41	1
Anna B	J. Breiting	30.84	2:27:17	6:28:05	4:06:40	5
Bedouin	F. X. McHugh	35.48	1:37:28	4:55:25	3:17:17	2

Past Performance Handicaps

Boat	Allowance	Elapsed Time	Corrected Time
Starlight	Scratch	4:31:50	4:31:50
Tessie	0:10:48	Did not cover course	
Pegasus	0:27:00	4:49:05	4:21:05
Mu I	0:54:42	6:32:15	5:37:33
Redcyl	0:38:54	7:01:30	6:22:36
Paducah	1:02:06	Steering gear failed	
Cleo	0:51:18	5:55:00	5:03:42
Sea Wolf	1:21:00	6:35:25	5:14:25
Kemah II	0:37:48	4:49:50	4:11:02
Anna B	1:48:00	6:28:05	4:40:05
Bedouin	0:43:12	4:55:25	4:12:13

